

Appendix II-B: Civic Engagement Findings Summary

DRAFT

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Visioning Survey Results

August 2019

AMP Visioning Survey



Engagement via the HQ Platform

Survey Period

July 25th, 2019– August 20th , 2019

Total Number of Responses

866 Responses



Alexandria Mobility Plan (AMP)



The existing 2008 Transportation Master Plan set the stage for transportation improvements over the last decade and ongoing major initiatives. The AMP will serve as a policy-oriented, strategic update to the Transportation Master Plan. The AMP team is working with the public to update the vision and goals, objectives, and priority strategies to help guide City staff and policy makers on important decisions related to transportation over the next 5 to 10 years. This effort is part of an ongoing process - the AMP will continue to be updated periodically going forward.

This site will provide many opportunities for engagement throughout the planning effort. Explore the tabs to participate.

Download this [fact sheet](#) for more information about the planning process. For inquiries or feedback related to the AMP, please contact MobilityPlan@alexandriava.gov.

The City of Alexandria is committed to compliance with the Americans with Disabilities Act, as amended. To request a reasonable accommodation, e-mail geralyn.taylor@alexandriava.gov or call 703.746.4084, Virginia Relay 711.

TAKE THE SURVEY

SHARE A PHOTO

DROP A PIN ON OUR MAP

Alexandria Mobility Plan Visioning Survey

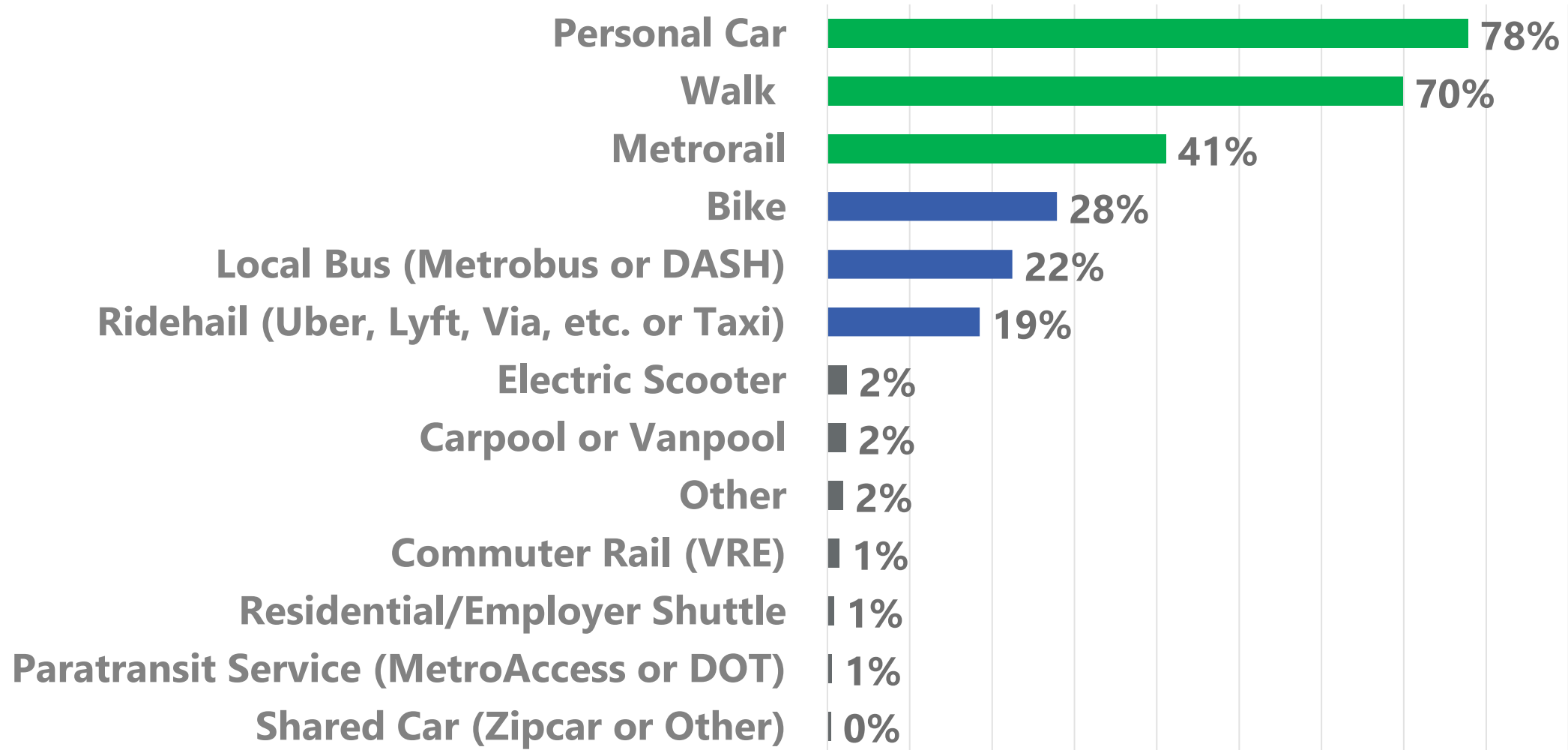


Visioning

The strategic update to the existing Transportation Master Plan is called the Mobility Plan purposefully. When people hear transportation, they tend to think about infrastructure – roads, trains, sidewalk, etc. Mobility is more people centric – it's about having access to transportation that meets your needs and gets you where you need to go.



2. Select the ways you most frequently travel?



2. Select the ways you most frequently travel?

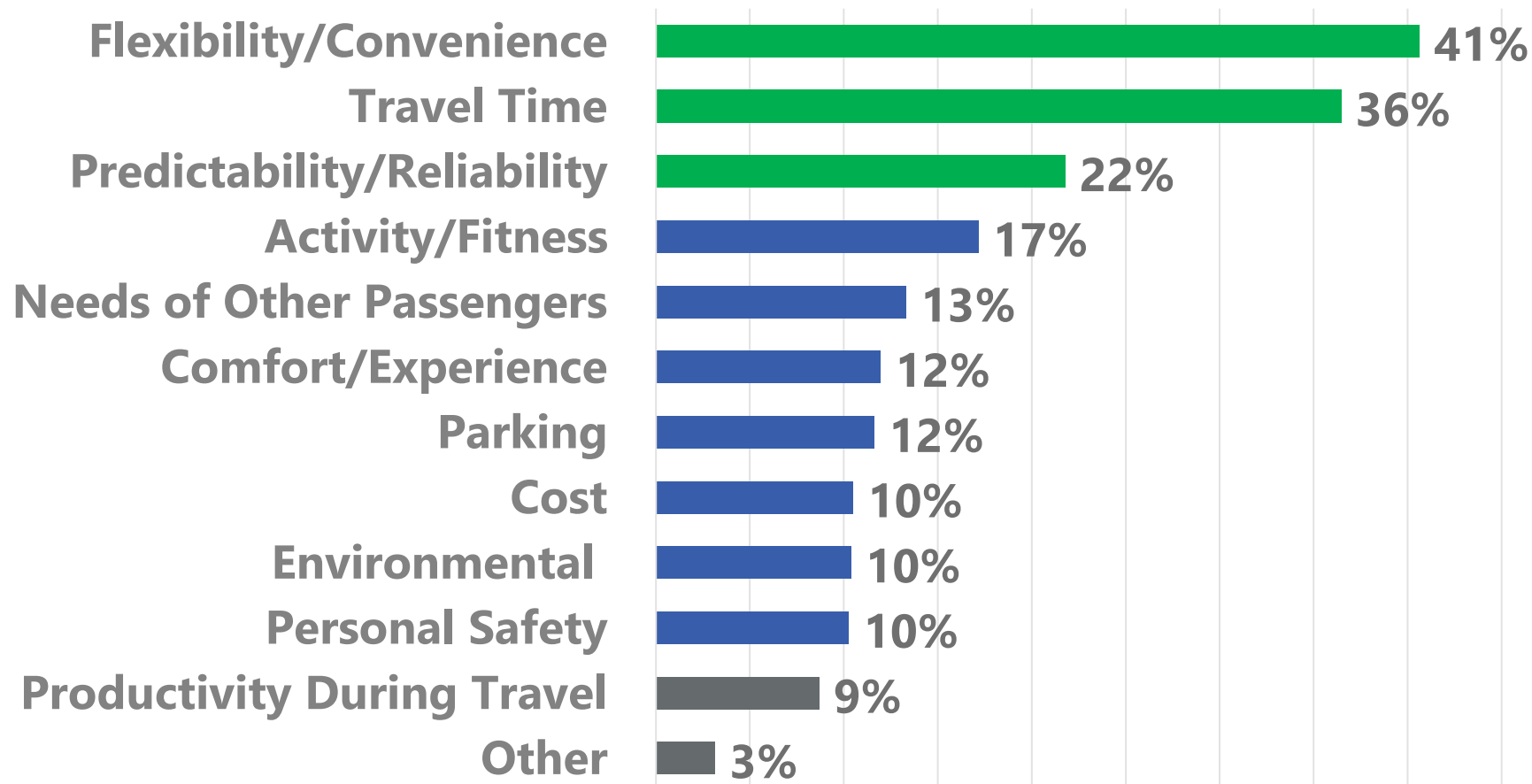


“Other” Responses Included:

- Motorcycle
- Motorized Scooter
- Regular Rental Car
- Water Taxi
- Work Vehicle



3. What are the most important factors in how you choose to get around on a normal day?

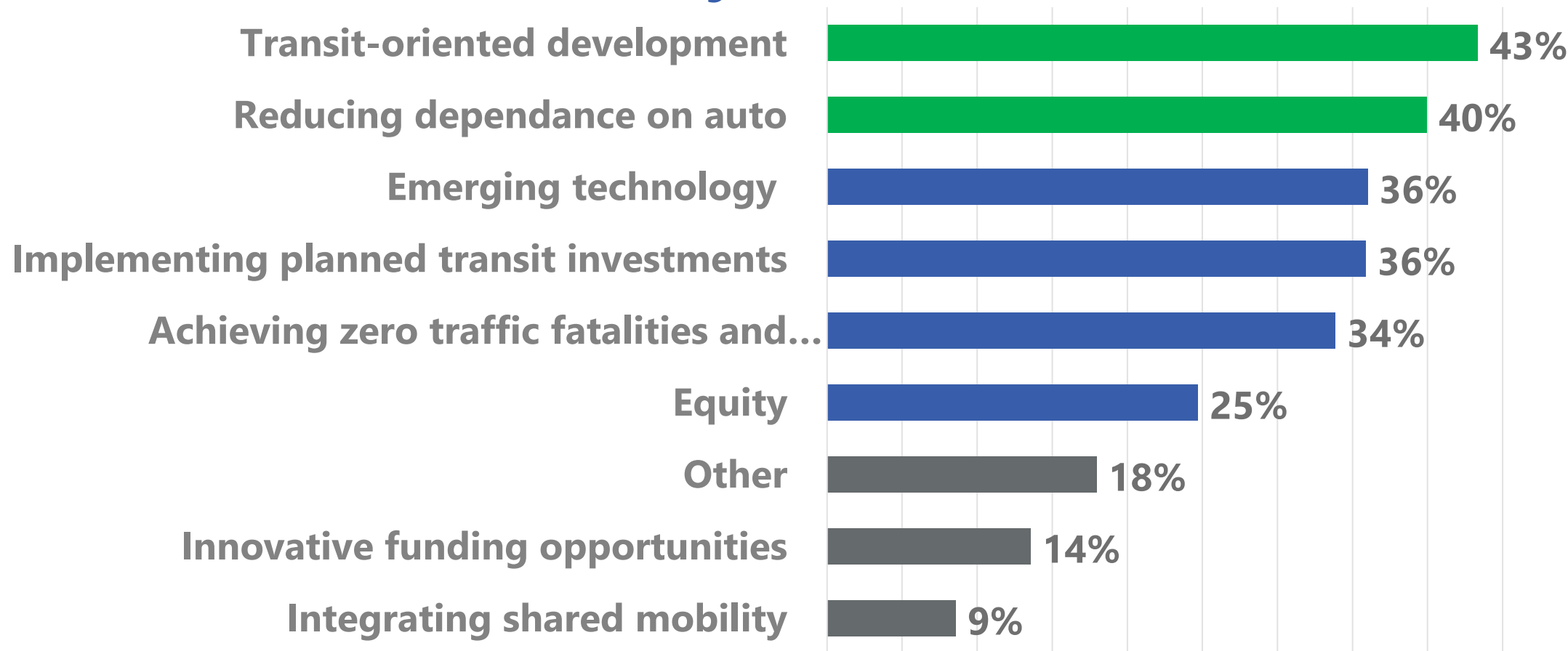


3. What are the most important factors in how you choose to get around on a normal day?

“Other” Responses Included:

- Weather
- Destination
- Physical Health
- Cargo capacity for groceries, dry goods, etc.
- Employment Needs

4. What are the most important opportunities for the future of mobility in Alexandria?

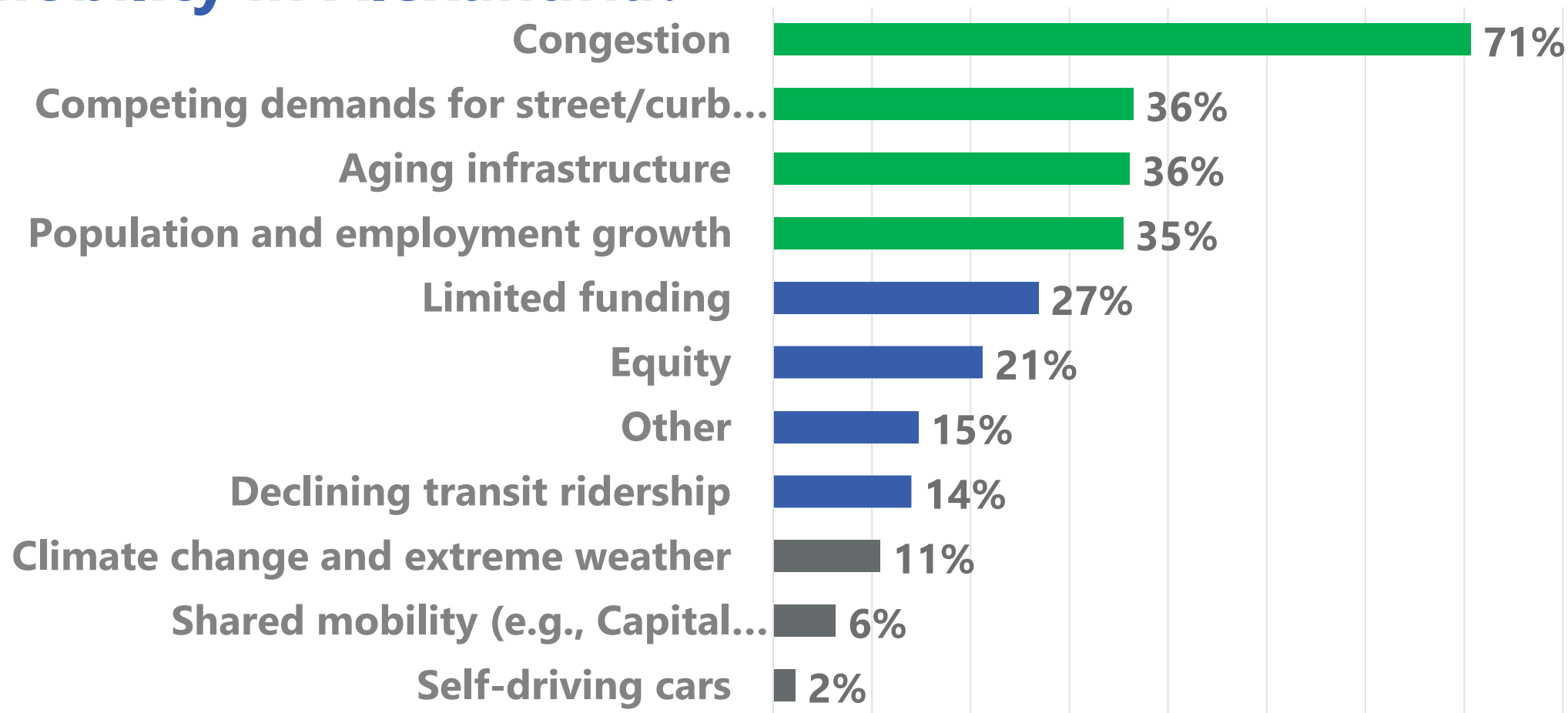


4. What are the most important opportunities for the future of mobility in Alexandria?

“Other” Responses Included:

- Addressing bottlenecks
- Better parking choices/Adequate parking
- Enforcement of traffic laws
- Improved public transportation
- Ability for residents to travel within neighborhoods
- Convenience of personal vehicle
- Reduce congestion/Better flow
- Connected bike lanes

5. What are the biggest challenges to the future of mobility in Alexandria?

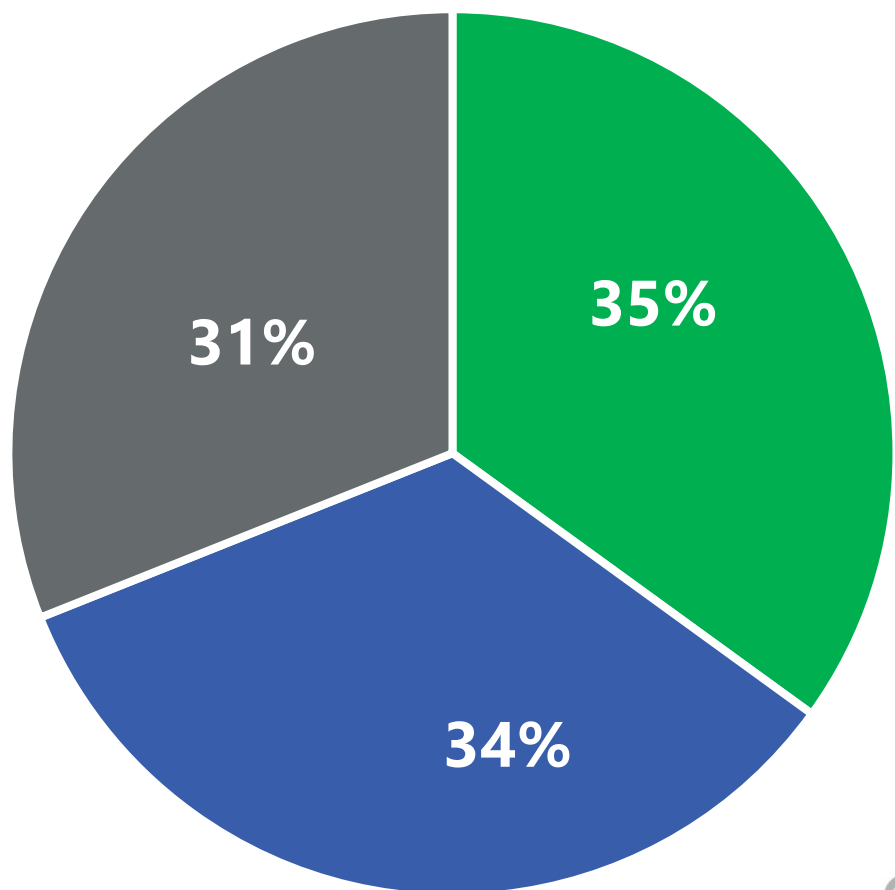


5. What are the biggest challenges to the future of mobility in Alexandria?

“Other” Responses Included:

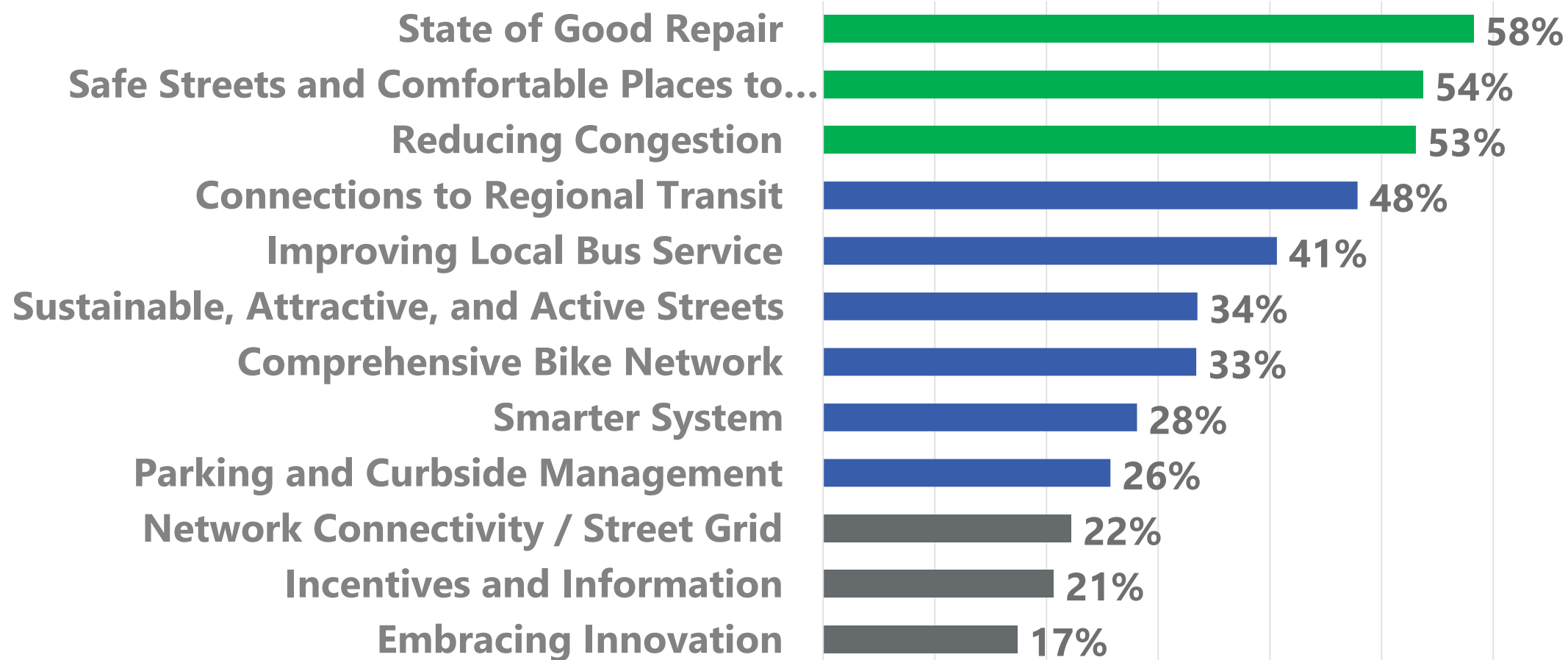
- Scooters
- Poor Metro performance
- Road Diets/Reducing the number of lanes
- Equity of transportation for all of City (families, seniors, etc.)
- Commitment to pedestrian/cyclist safety
- Changing mindset of residents to be less car-centric
- Cut-Through traffic in neighborhoods
- Aging Population
- Lack of enforcement

6. When developing a transportation strategy for Alexandria, we should focus most on:

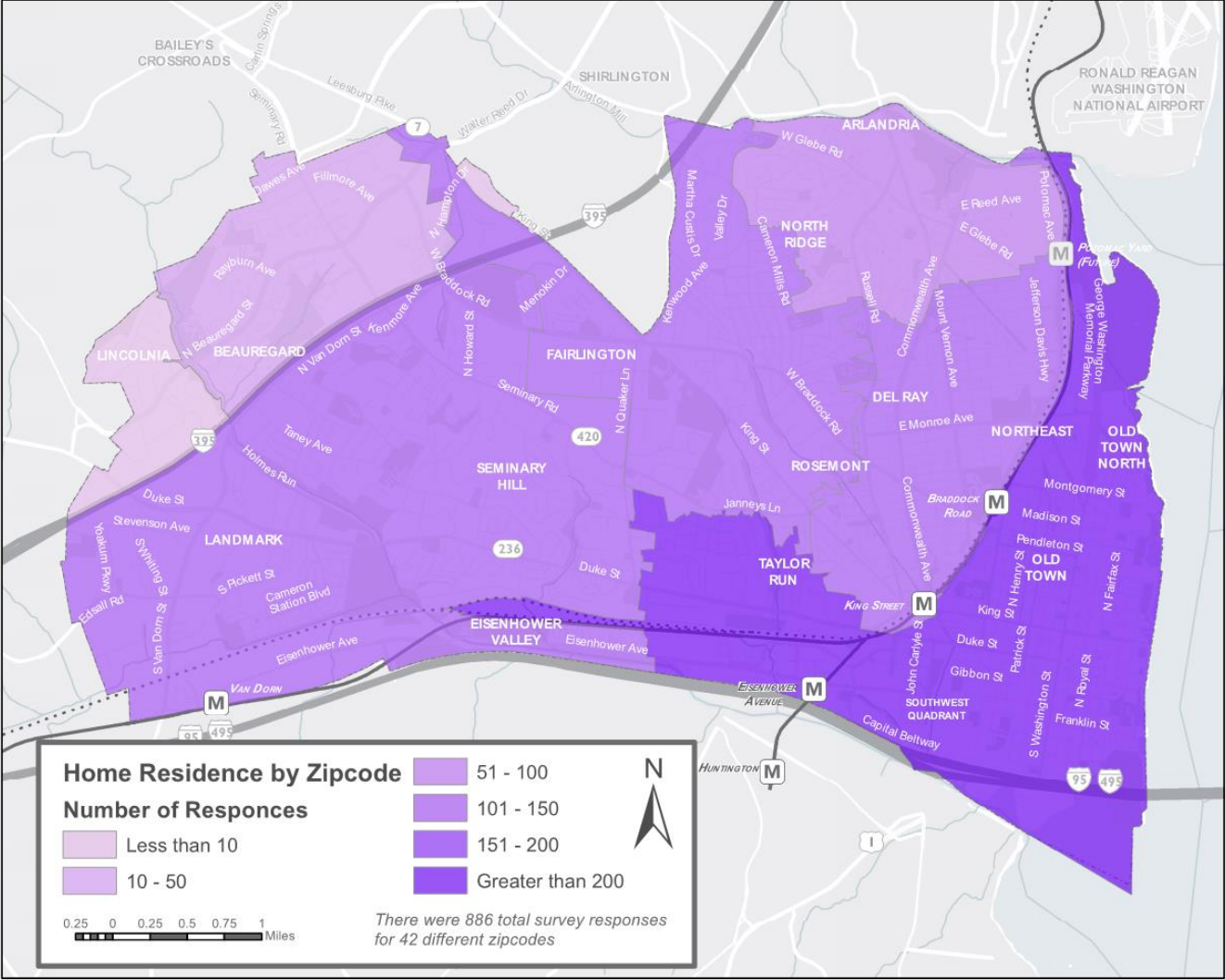


- Reducing impacts of regional traffic on City streets (travel through Alexandria)
- Improving regional connections (travel to or from Alexandria)
- Improving local travel options (travel within Alexandria)

7. What things do you think Alexandria should invest in the most?



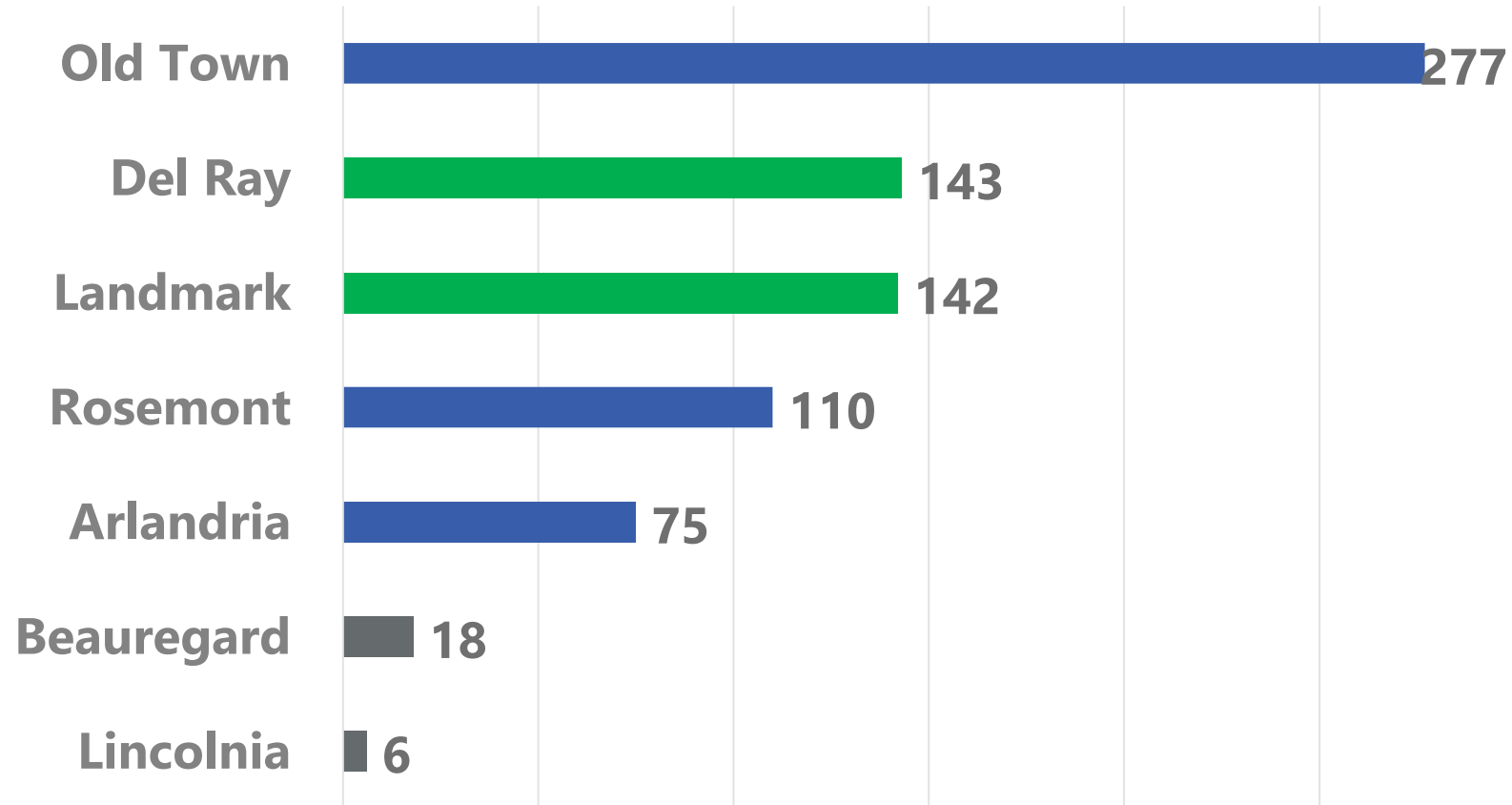
8. What is your home zip code?



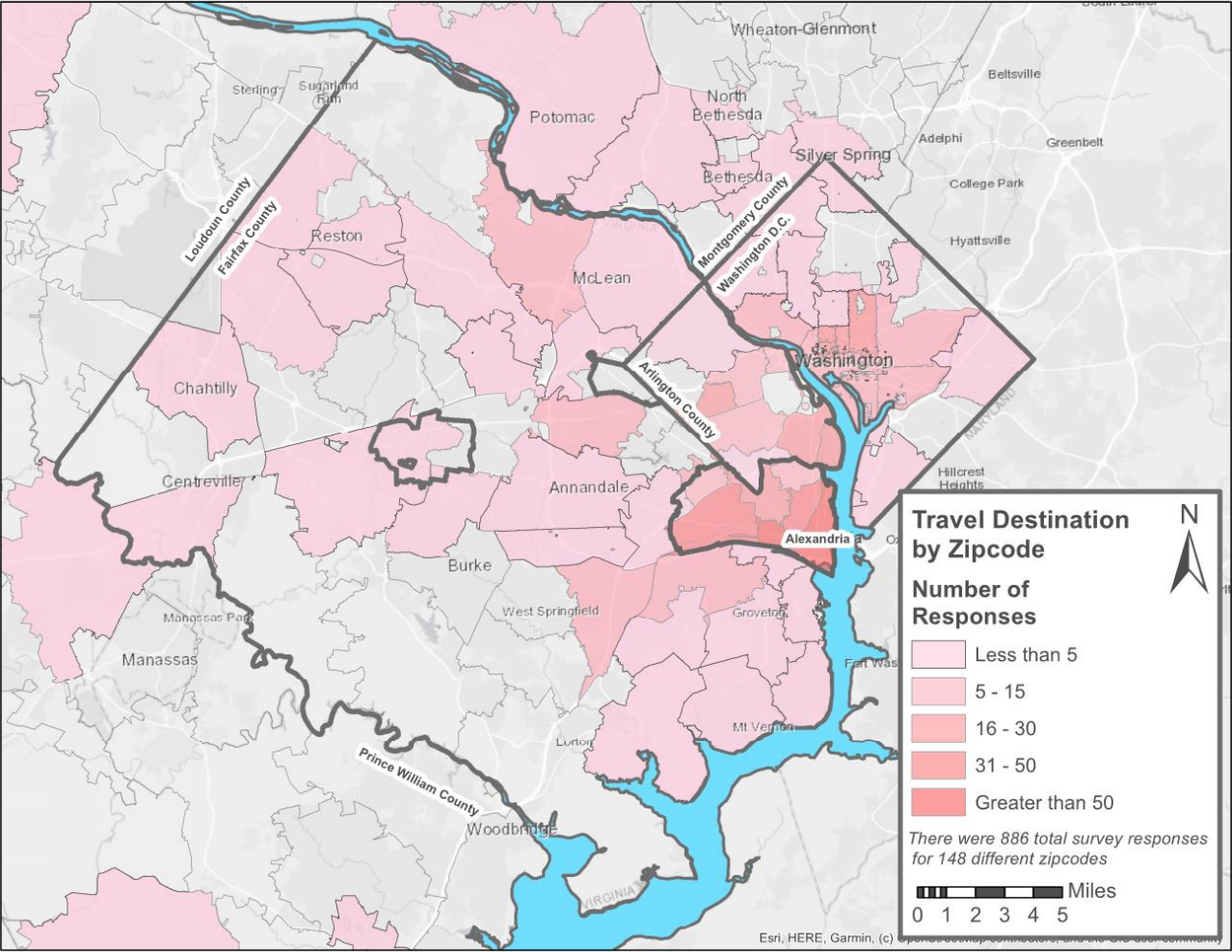
8. What is your home zip code?



Alexandria Responses



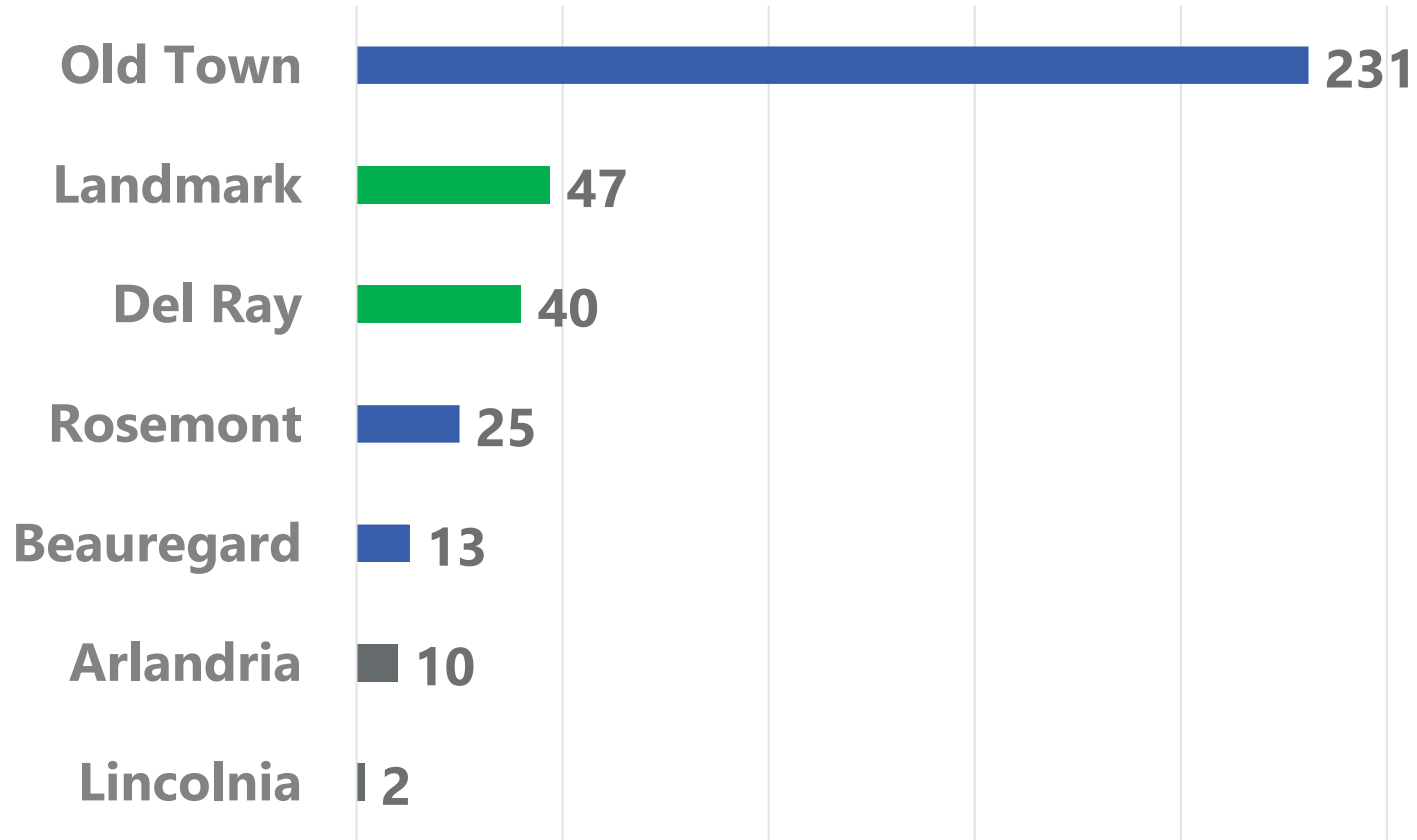
9. What is the zip code of your work, school, or most frequent travel destination?



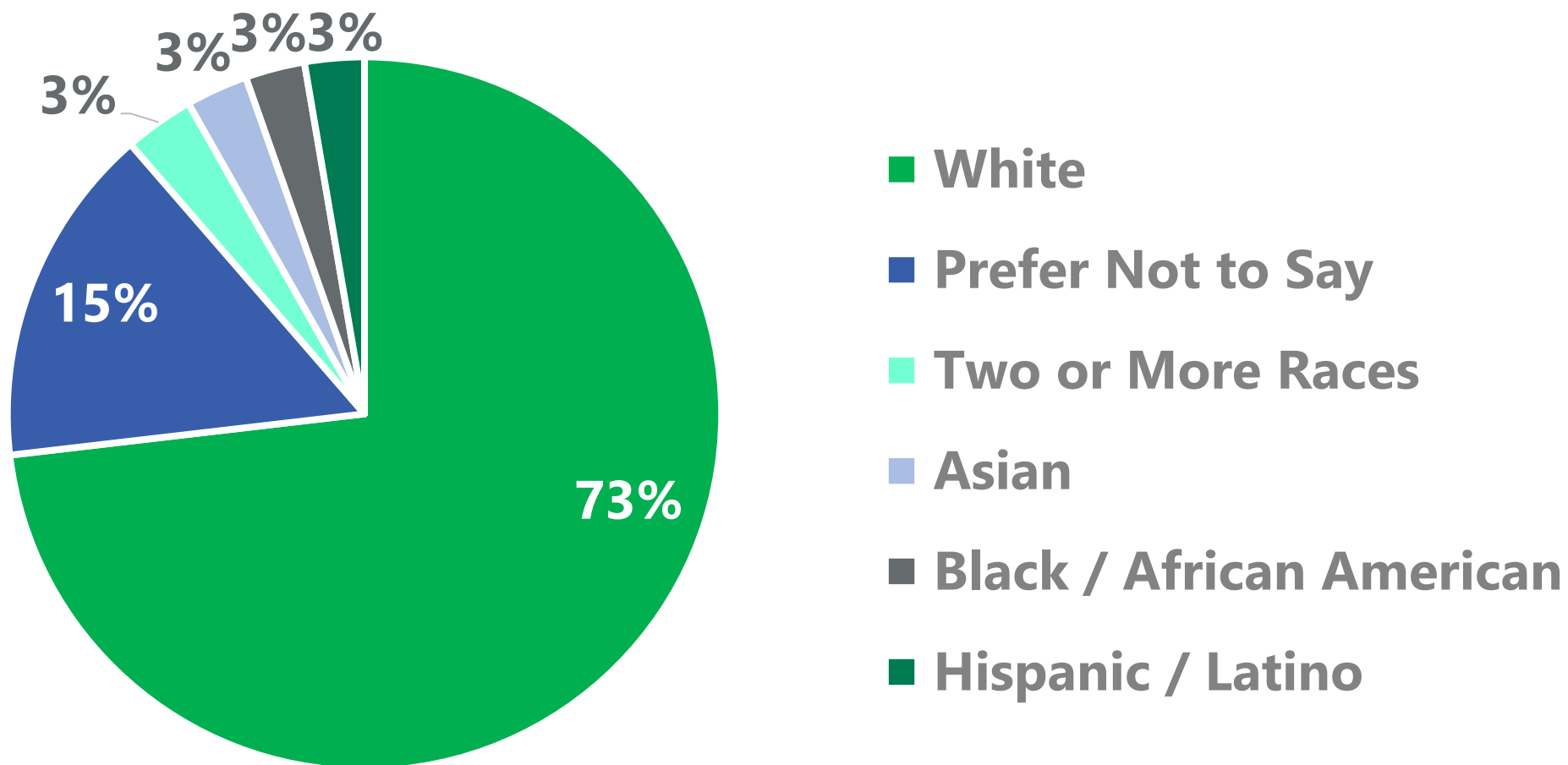
9. What is the zip code of your work, school, or most frequent travel destination?



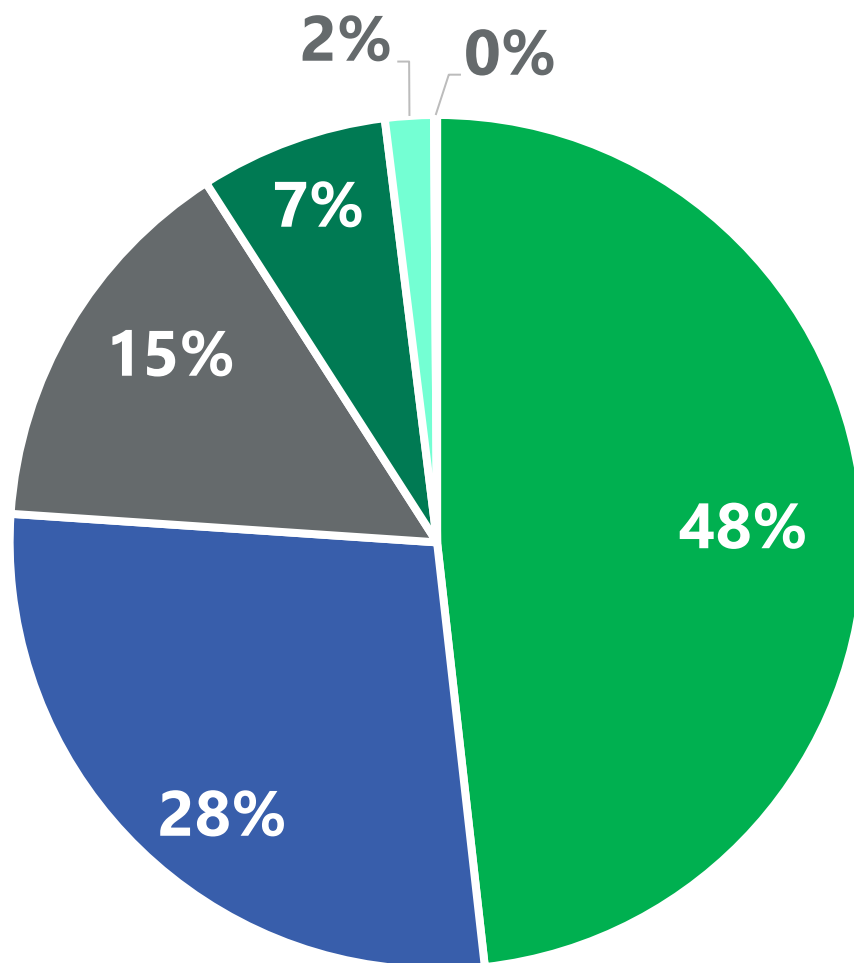
Alexandria Responses



10. Select the racial or ethnic group with which you identify.

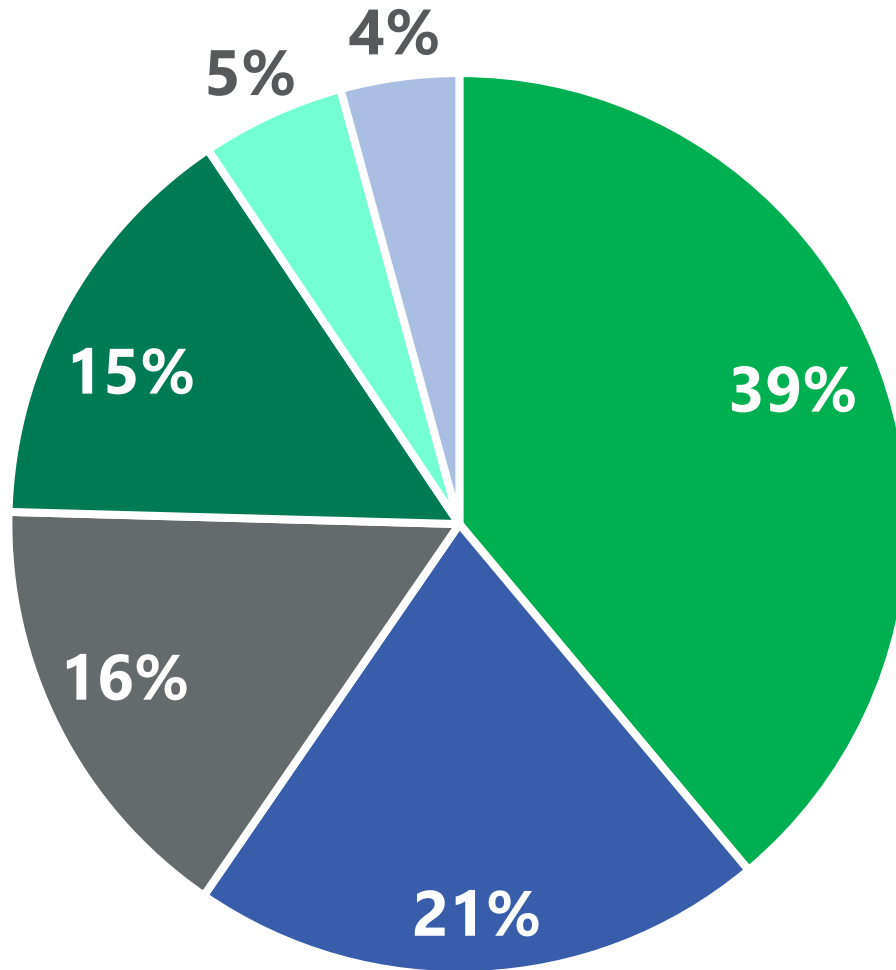


11. Indicate your age group.



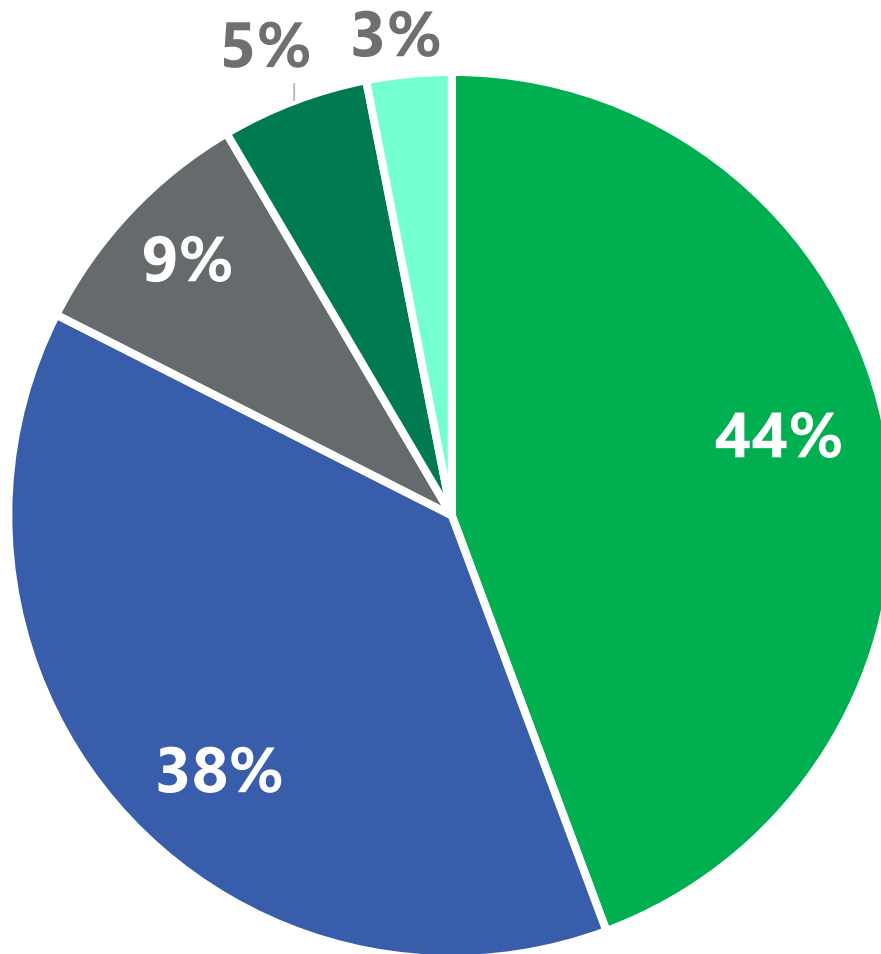
- 40-65 Years Old
- 26-39 Years Old
- Over 65 Years Old
- Prefer Not to Say
- 18-25 Years Old
- Under 17 Years Old

12. How many people live in your household?



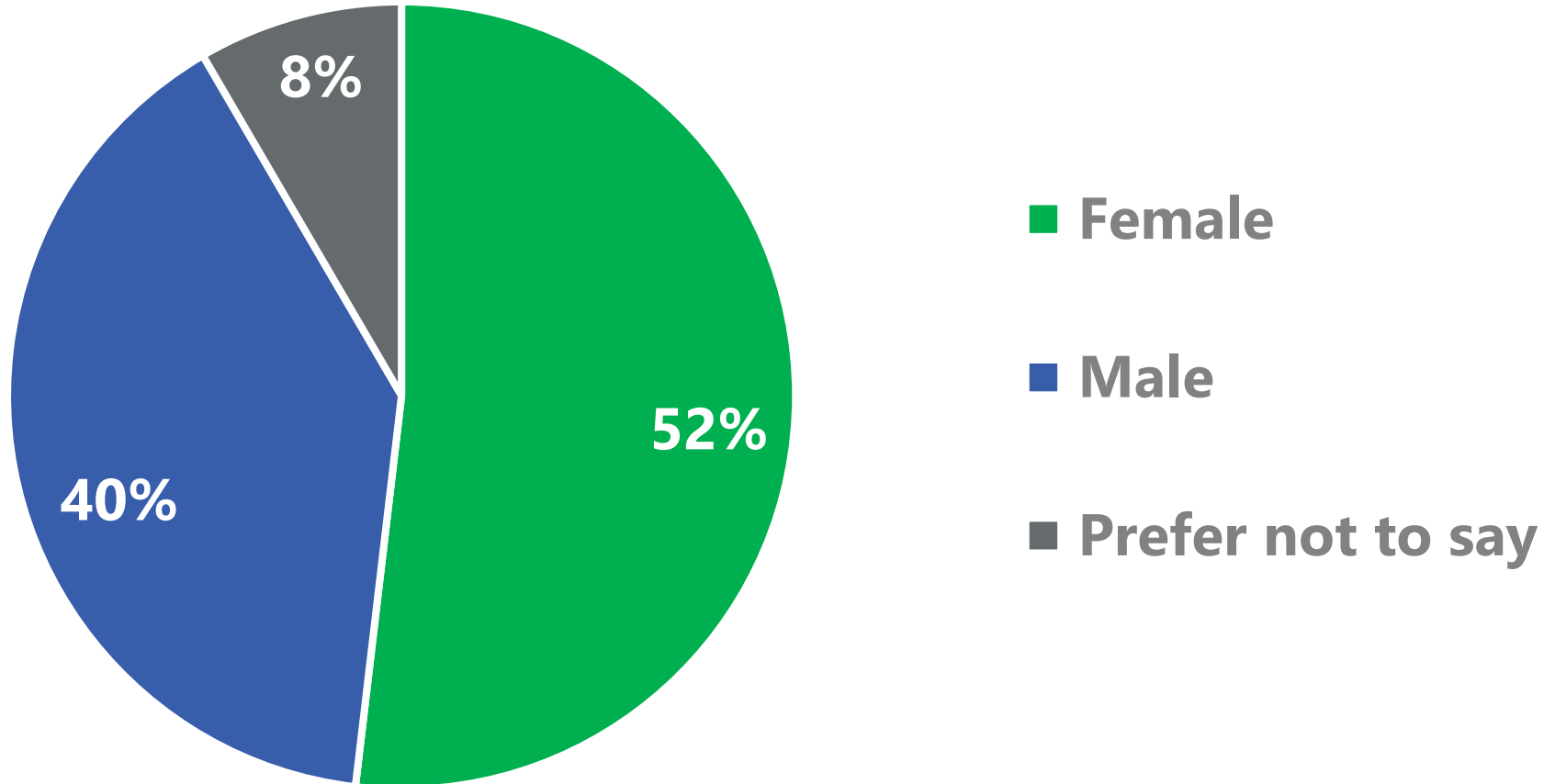
- Two People
- One Person
- Three People
- Four People
- Five or More People
- Prefer Not to Say

13. How many vehicles are available to people in your household?

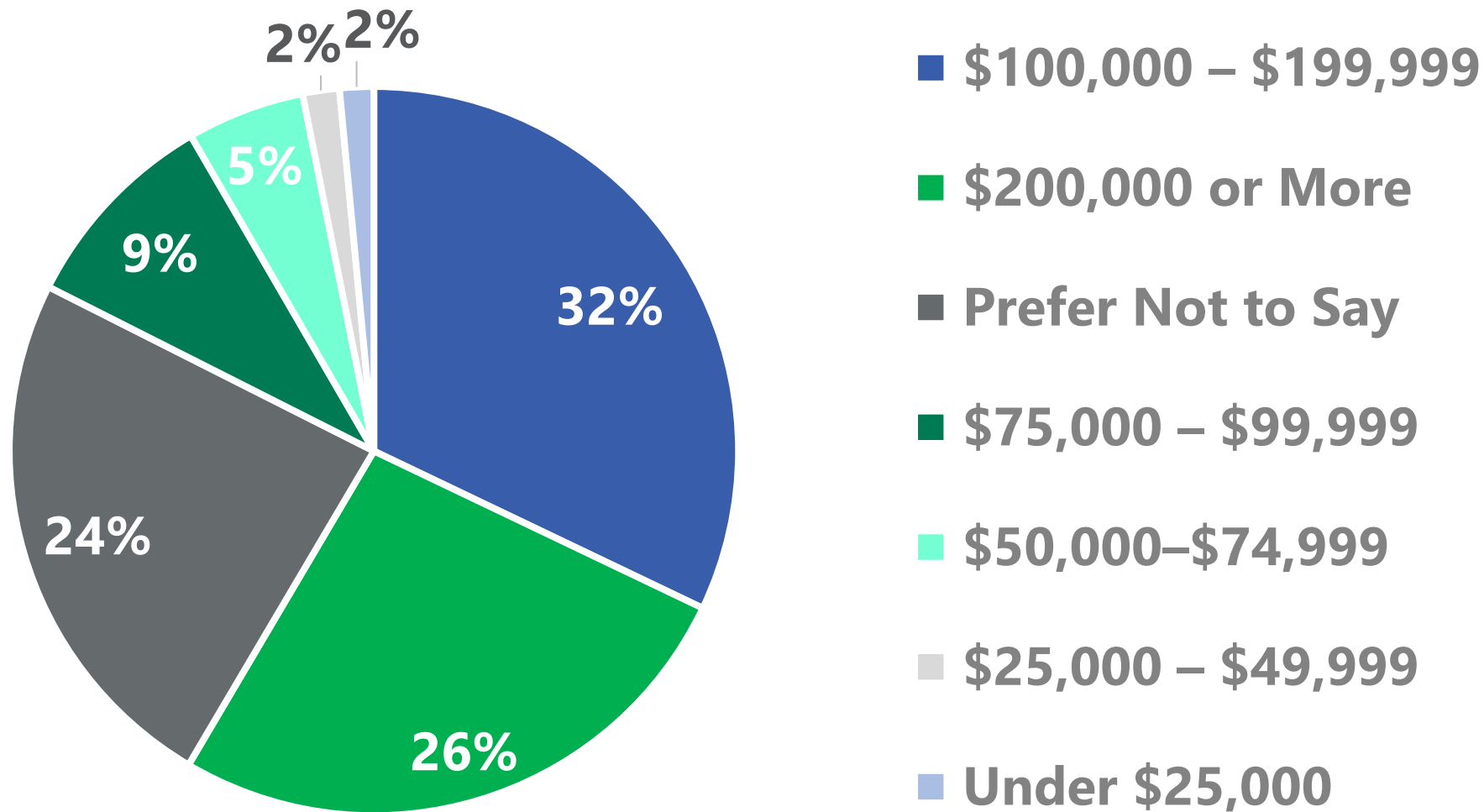


- Two Vehicles
- One Vehicle
- Three Vehicles or More
- Zero Vehicles
- Prefer Not to Say

14. I identify my gender as:



15. Indicate your annual household income:



Innovation Forum

October 2019

Idea Wall Summary

How do you define Innovation?

- Disruption of the Status Quo
- Increased Sustainability and Safety
- Utilization of Simple Technology for Creative Solutions

How should we apply innovation to the Alexandria Mobility Plan Vision?

- Reliable Travel Information Technology
 - Improve Transit
 - Control Flow of Vehicle Traffic
- Equitable Multimodal Solutions
 - Car Sharing
 - Broader Bus Schedules
 - Bike Lanes
 - Legislation and Plans for Scooter Implementation
- Decreased Congestion and Cut-through Traffic
 - Vision Zero

Idea Wall Summary

What innovative Transportation Solutions have you seen in Alexandria or elsewhere?

- Increased Electric Vehicles and Bikes
 - Netherlands, Hong Kong, Singapore
- Pedestrian and Bike Solutions
 - Boston ,MA, Seattle, WA, Reykjavik, Iceland, Netherlands
- Transit Payment via Smart Phones
 - Vancouver ,BC, Seattle ,WA
- Speed Management and Congestion Pricing

Other Thoughts or Ideas?

- Prioritize Pedestrian and Bike Lanes and Trails
- Ensure Protection of Privacy during Data Collection
- Pros and Cons to Scooters



Community Champion Meetings Summary

November 2019



Community Champion Meetings

- **6** meetings
- **10** community champions
- Organization coverage
 - ✓ Alexandria Housing Development Corporation
 - ✓ Carpenter Shelter
 - ✓ Alexandria Interfaith Association
 - ✓ Home for America (Brent Place)
 - ✓ Rebuilding Together
 - ✓ Hopkins House (Helen Day Preschool)
 - ✓ Alive!
 - ✓ Volunteer Alexandria
 - ✓ Tenants and Workers United
 - ✓ Community Lodgings

Comment Themes

- **Accessible, reliable**, and **safe transit** is a priority for many residents
- **Buses** provide crucial connections to **employment**
- The combination of **affordable housing** and **transportation** is key
- Provided insight into the best ways to **communicate** information and get **feedback** from residents

Pop-Up Meetings

November and December 2019

AMP Pop-Up Events

- **7** pop-ups
- **468** interactions
- Citywide coverage
 - ✓ Old Town
 - ✓ West End
 - ✓ Arlandria (x2)
 - ✓ Del Ray
 - ✓ Taylor Run
 - ✓ Alexandria West



Old Town Farmers Market

Sunday November 9, 2019

- 61 Priority Activities completed
- 18 additional conversations



West End Farmers Market

Sunday November 17, 2019

- 75 interactions (72 English/3 Spanish)
- 52 Priority Activities completed
- 52 fact sheets handed out



Arlandria Community Meeting

Thursday November 21, 2019

- 50 interactions (30 English/20 Spanish)
- 33 Priority Activities completed (22 English/11 Spanish)
- 39 fact sheets handed out
- 14 postcards handed out



- 113 interactions (111 English/2 Spanish)
- 85 Priority Activities completed
- 66 fact sheets handed out
- 119 postcards handed out



TC Williams High School



Friday December 6, 2019

- Boy's Basketball Game Event
- 75 interactions (71 English/4 Spanish)
- 48 Priority Activities completed (45 students/3 adults)
- 16 fact sheets handed out (14 English/2 Spanish)
- 44 postcards handed out



Global Foods Market

Sunday December 8, 2019

- 114 interactions
(57 English/32 Spanish/25 Amharic)
- 36 Priority Activities completed
(20 English/16 Spanish)
- 46 fact sheets handed out
(18 English/13 Spanish/15 Amharic)
- 86 postcards handed out



Forest 24 Hour Laundromat

Sunday December 8, 2019

- 75 interactions (13 English/62 Spanish)
- 27 Priority Activities completed (4 English/23 Spanish)
- 44 fact sheets handed out (5 English/39 Spanish)
- 58 postcards handed out



Priority Activity



Mobility Priorities

Below are the "building blocks" of a transportation system that provides choice, convenience, and reliability. Unfortunately, we can't have everything we want – there's not enough space, money, or time. **What things do you think Alexandria should invest in the most?**



Attractive and Active Streets – Utilizing streets as public spaces to serve different functions—providing places to gather and to program activities.



Curbside Management – Allocating space to balance the needs of and limit conflicts between parked cars, delivery trucks, Uber/Lyft, taxis, bicycles, buses, and cars.



Reliable and Efficient Transit Service– Providing convenient, affordable, and reliable bus service throughout the day and on all days of the week. Improving access to rail stations and regional bus stops.



Incentives and Information – Make it easier and more attractive to choose alternatives to driving alone.



Mobility on Demand – Supporting shared mobility (e.g., Capital bikeshare, Zipcar, Uber/Lyft) with policies and infrastructure.



Parking – Increasing the physical inventory of on-street parking to taking action to manage the existing space better.



Safe and Comfortable Places to Walk and Bike – Allowing you to comfortably walk and bike everywhere in the city and improve accessibility for persons with disabilities.



Maintaining our Infrastructure – Keeping streetlights and traffic signals working, filling potholes, repaving streets, maintaining sidewalks, removing snow, and replacing aging bus fleet.



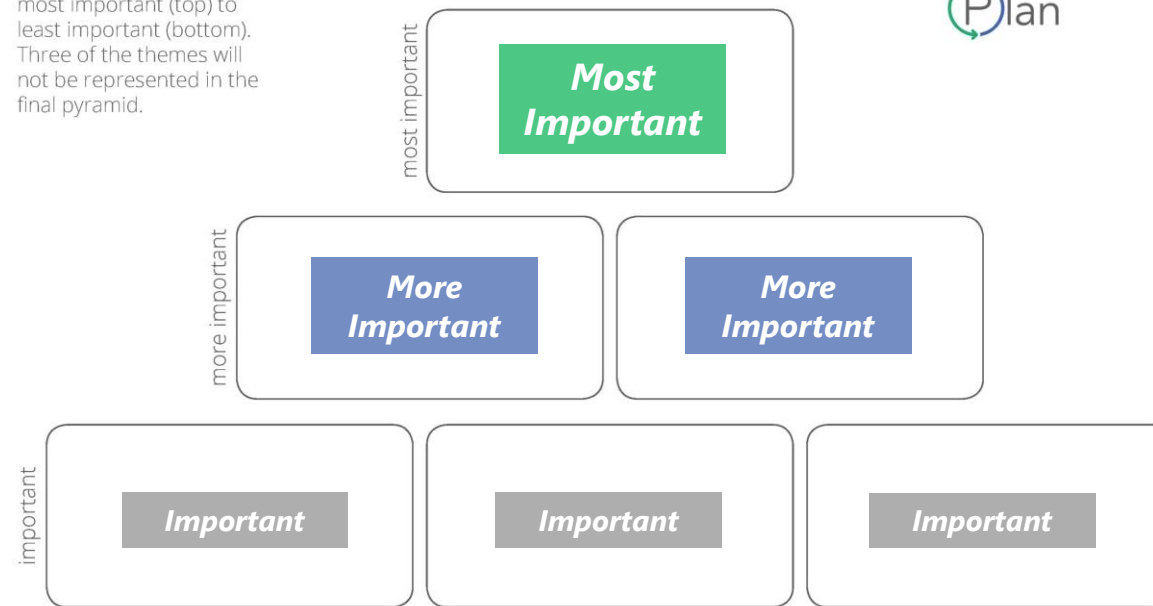
Traffic Management – Using technology to make travel in Alexandria safer and more efficient to get around.



Please choose your **top six building block stickers and place them on your sheet** in order of importance, from most important (top) to least important (bottom). Three of the themes will not be represented in the final pyramid.



My Priorities



Email address _____ (optional)

What is your home zip code? _____ (optional)

ALXmobility



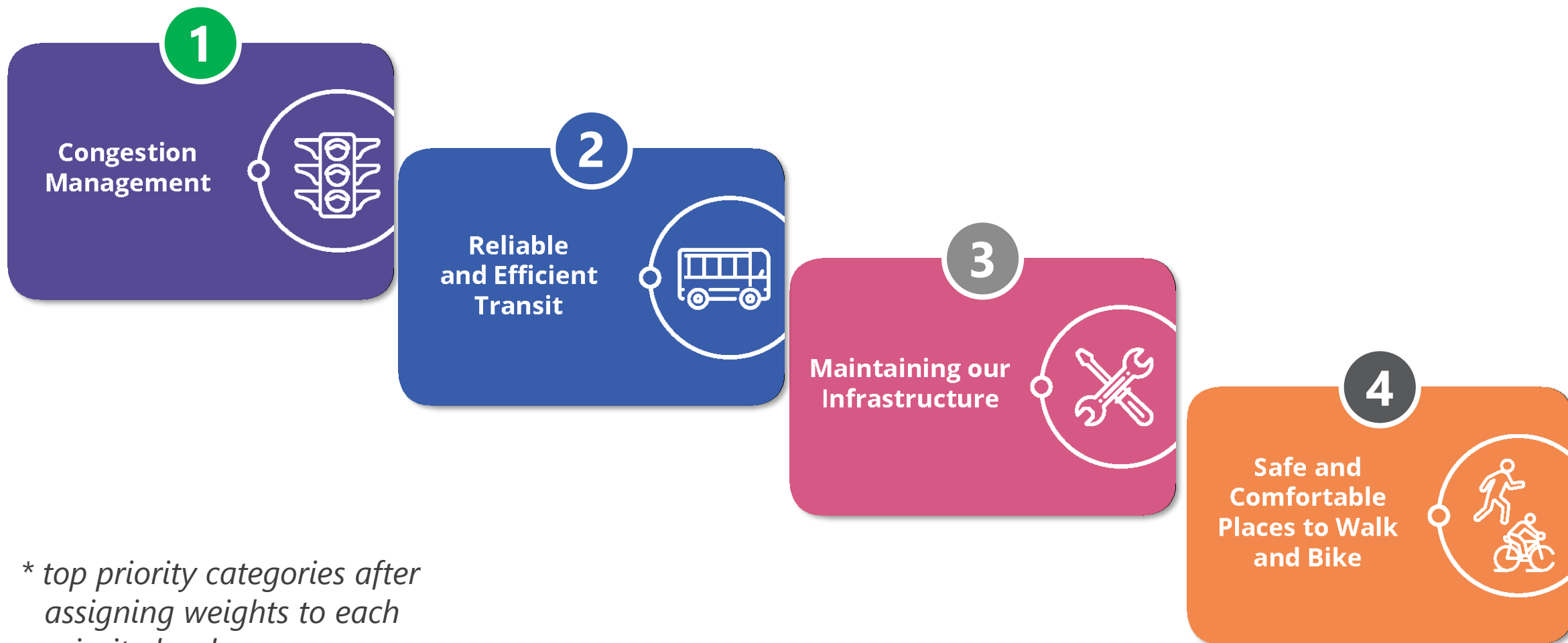
Priority Activity

- **690** activities completed
 - 342 completed ***in person*** at pop-up meetings
 - 348 completed ***online*** as of December 19, 2019

Key Takeaways

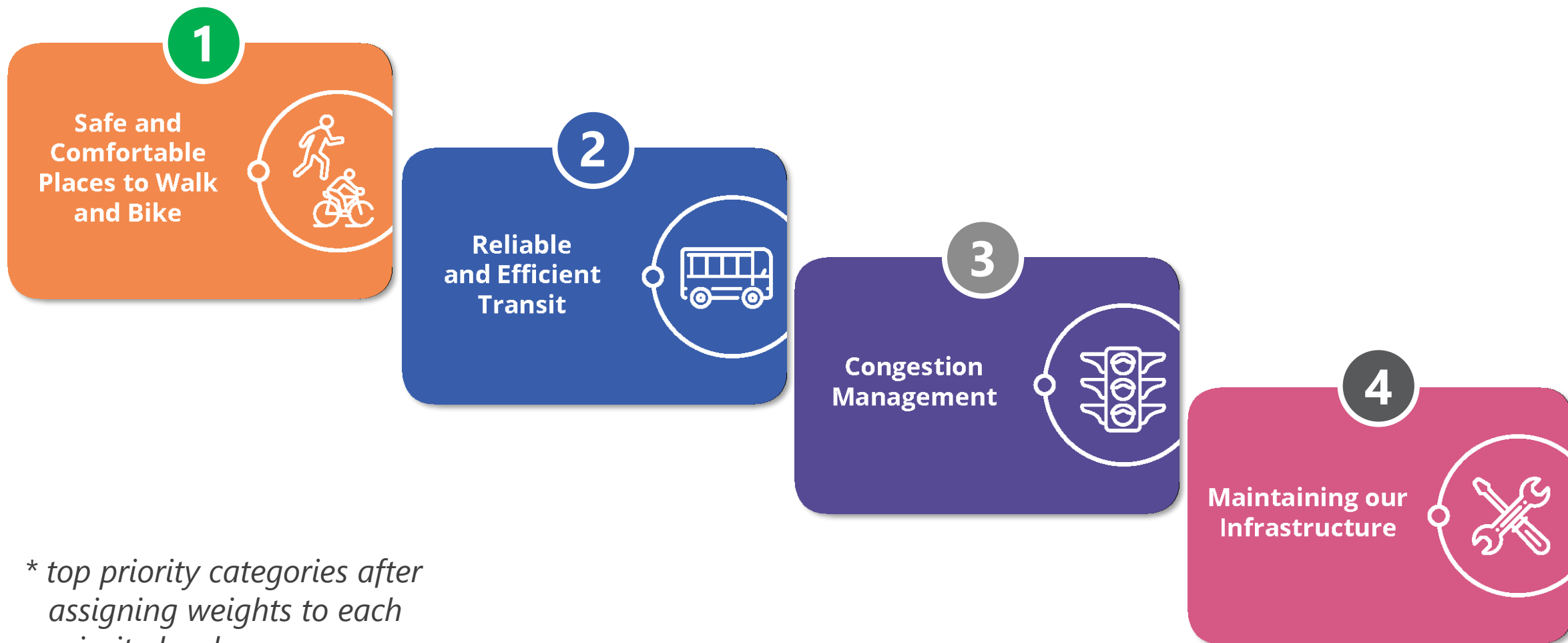
- Equal competing values between **multimodal transportation** and **traffic/maintenance**
- Linked priorities
 - Of those that chose "**Safe and Comfortable Places to Walk and Bike**" as their most important priority:
 - "**Reliable and Efficient Transit**" was the most frequently chosen priority in their more important row. The inverse is also true.
 - Of those that chose "**Congestion Management**" as their most important priority:
 - "**Maintaining our Infrastructure**" was the most frequently chosen priority in their more important row. The inverse is also true.

Top Priorities (Weighted)



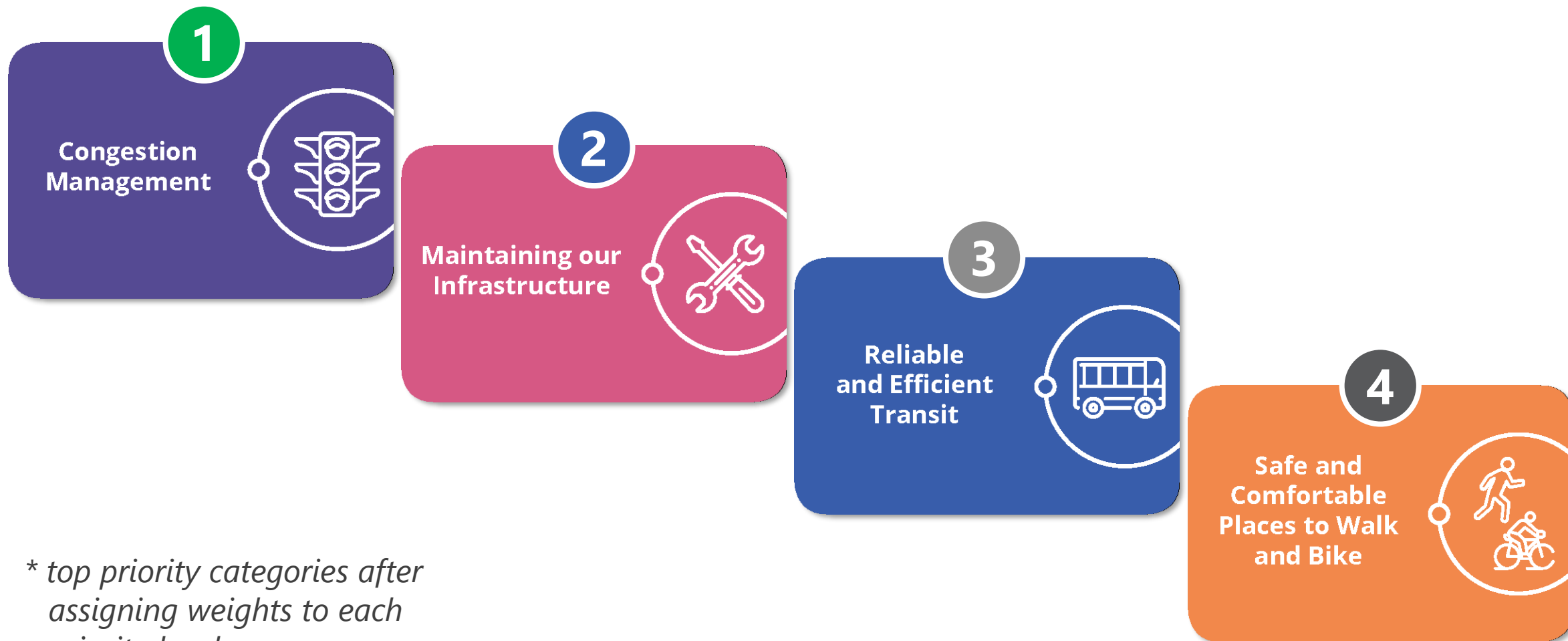
** top priority categories after assigning weights to each priority level*

In Person Priorities (Weighted)



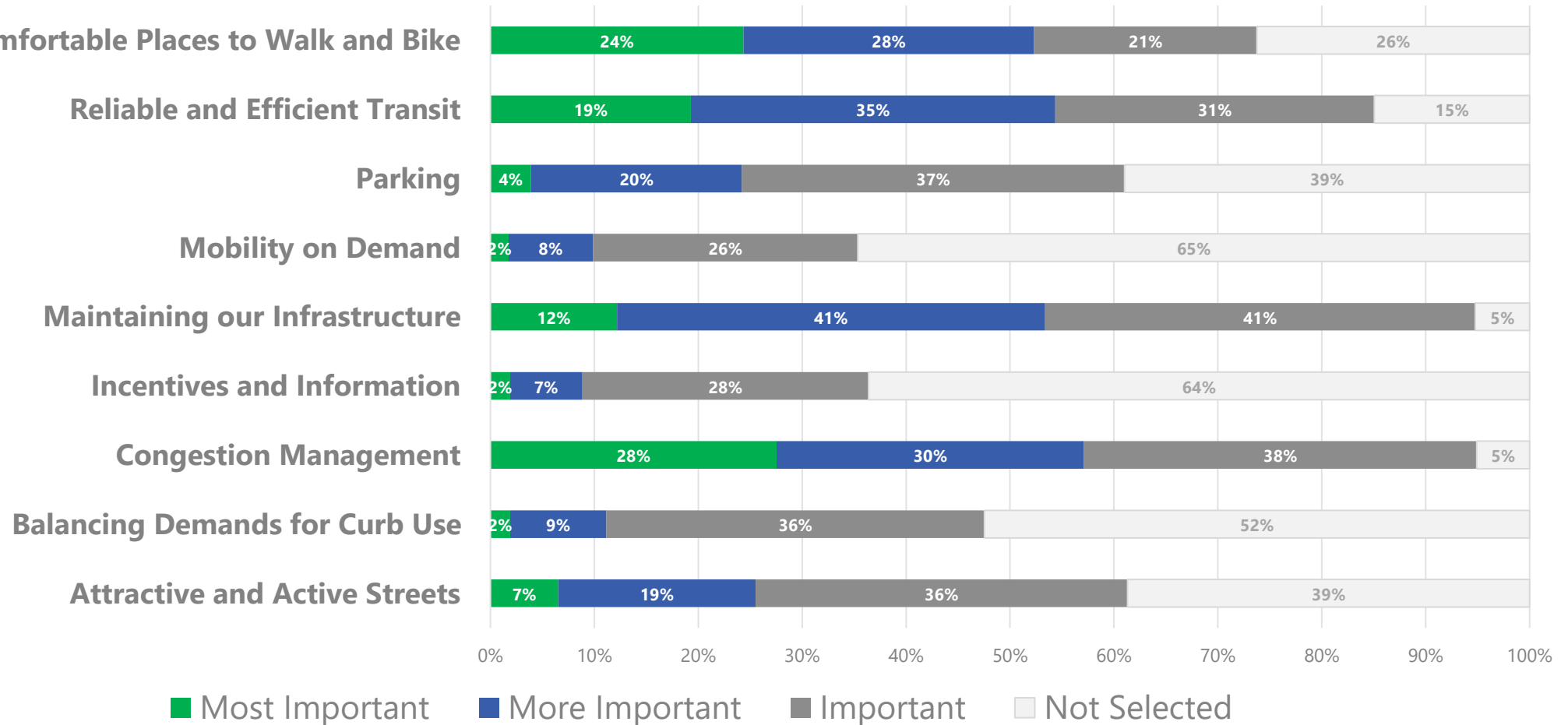
** top priority categories after assigning weights to each priority level*

Online Priorities (Weighted)

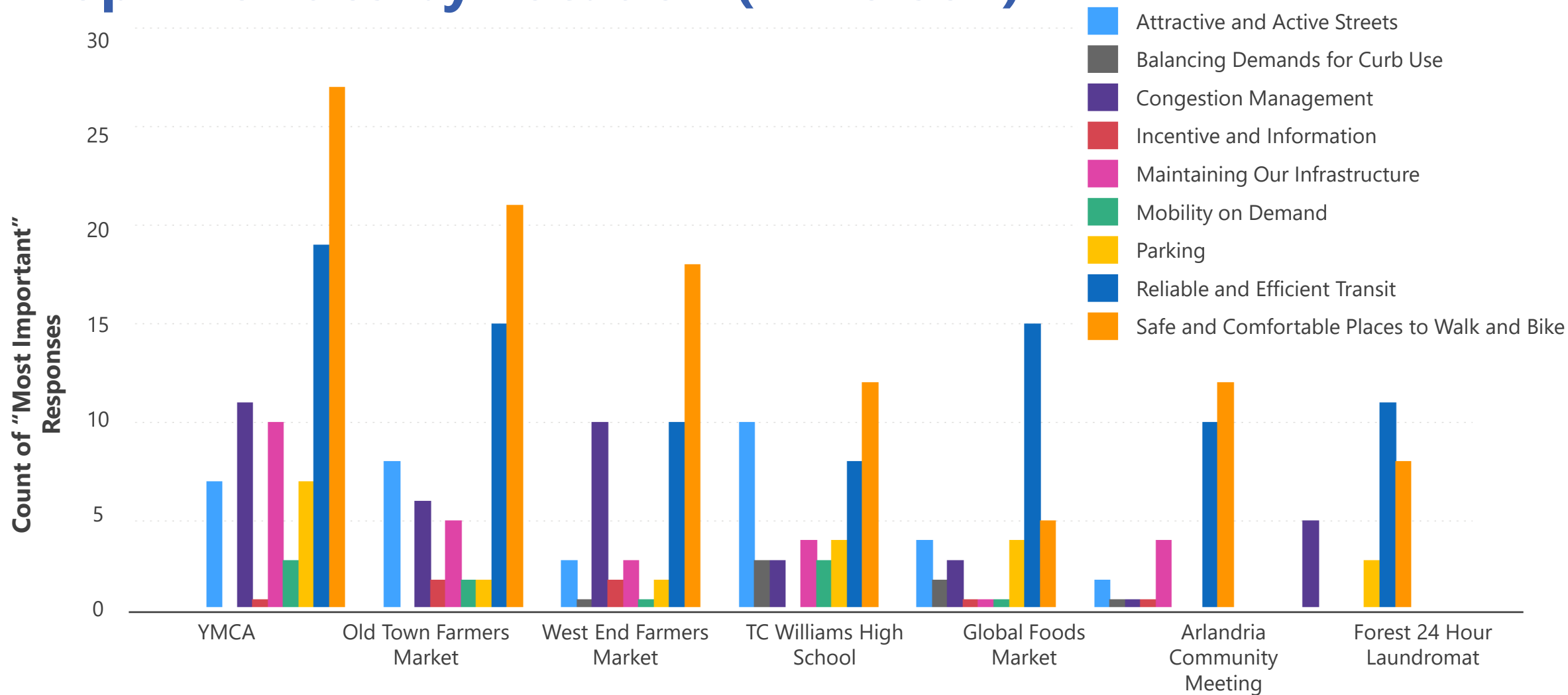


** top priority categories after assigning weights to each priority level*

Priorities by Category (all submissions)



Top Priorities by Location (In Person)



Top Most Important Priority by Location



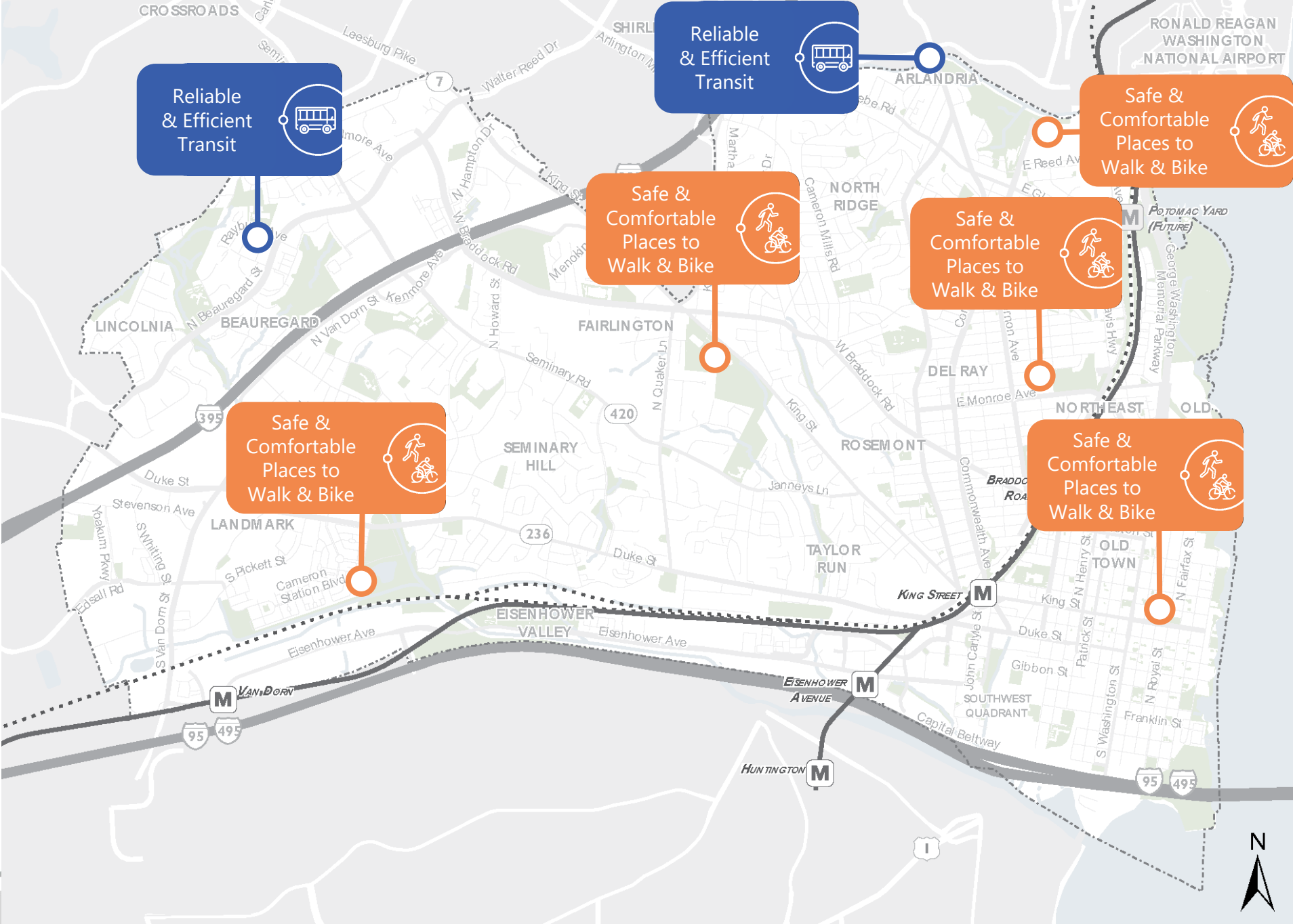
Top Priorities	West End Farmers Market	YMCA	Old Town Farmers Market	TC Williams High School	Arlandria Community Meeting	Global Foods Market	Forest 24 Hour Laundromat	Online
FIRST Most Important	Safe & Comfortable Places to Walk & Bike					Reliable & Efficient Transit		Congestion Management
SECOND Most Important	Reliable & Efficient Transit					Safe & Comfortable Places to Walk & Bike		Maintaining Our Infrastructure
THIRD Most Important	Congestion Management	Attractive & Active Streets			Maintaining Our Infrastructure	Attractive & Active Streets / Parking	Congestion Management	Safe & Comfortable Places to Walk & Bike



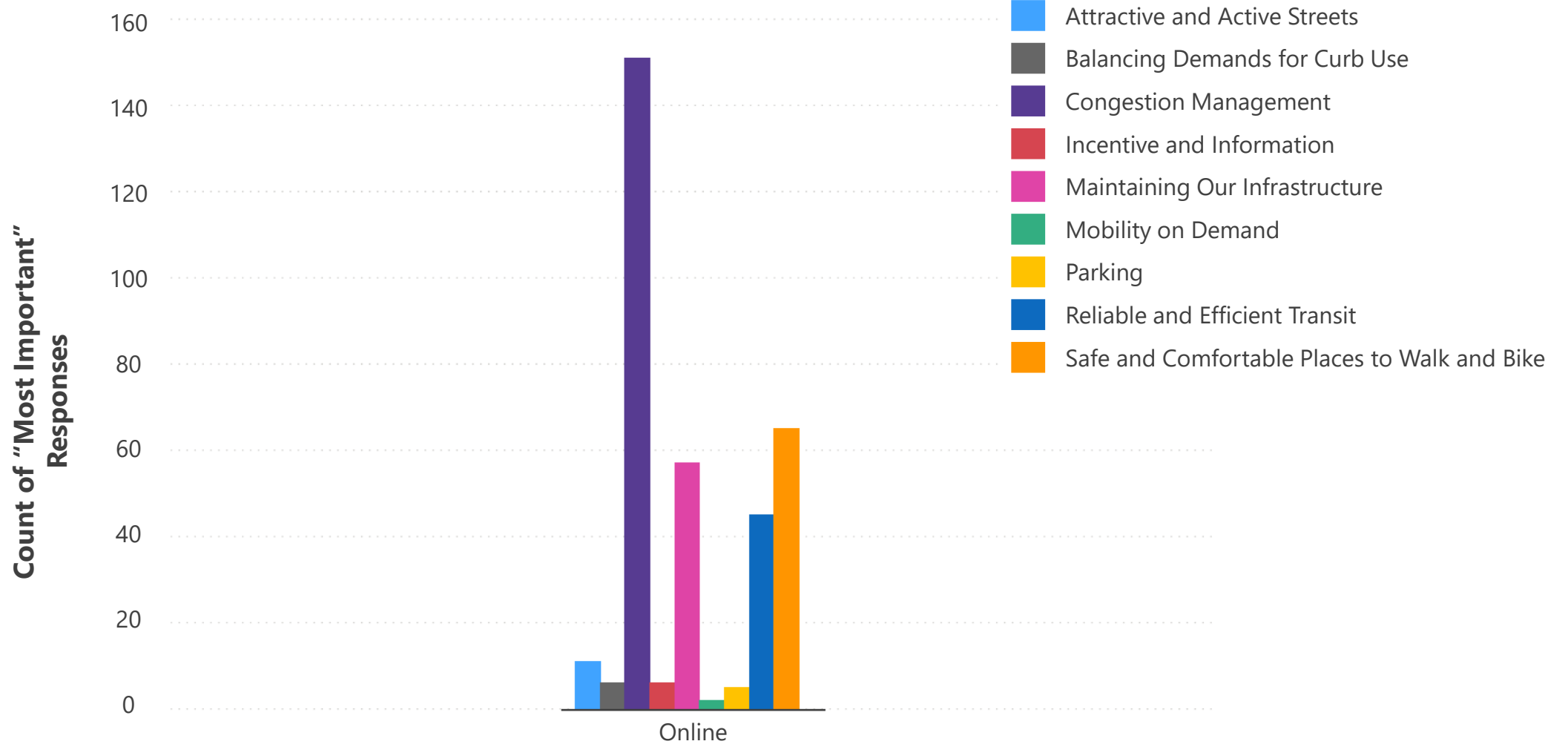
Top Most Important Priority by Location

Online:

Congestion Management



Top Priorities (Online)



Top Comments by Location (In-Person)

Old Town Farmers Market

- Old Town area revolves around walking
- Transit service at later hours

West End Farmers Market

- The need to keep Alexandria a walking community
- Several requests for more bike lanes/mention of bike lanes ending abruptly
- Congestion has been getting worse

Arlandria Community Meeting

- The city does a lot of talking about walking, but “does not do much to support walking”
- Importance of public transit in this community
- Complaints of slow-moving buses

YMCA

- Safety and walkability are strong values in this community
- Concerns about infrastructure failure
- Metrorail access

Top Comments by Location (In-Person)

TC Williams High School

- Concerns about bus routes and frequency
- Equitable design
- More street lights

24 Hour Laundromat

- Crime and safety concerns on the streets – need for more street lights
- Free parking
- Bus service improvement during non-peak hours
- Fix potholes

Global Foods

- More transit access

Top Comments (Online)

Online

- Congestion concerns – often centered around Seminary Road
- Environmental and sustainability concerns
- Better transit around Alexandria

Focus Groups Round 1 Summary

January 2020

Overview of Content

- Overview and Context of Focus Groups
- Factors Influencing Travel Choices by Groups
- Takeaways from Group Discussions by Topic Area
 - Mobility Options
 - Streets
- Round 1 Lessons Learned

Focus Group Purpose

- Community-generated ideas from a diverse audience
- Ideas will be considered in context of other inputs and against the AMP Vision and Guiding Principles
- Recognition that these are a way to have an in-depth discussion, but may not be fully representative of the community
- A subset will be shared in upcoming citywide community engagement events to get broader feedback

Discussion Topics

- Round 1: Streets and Mobility Options (*Completed February/March 2020*)
- Round 2: Transit and Parking and Curbside Management (*Spring 2020*)



What mobility strategies will most impact your life for the better?

AMP Focus Groups – Round 1

January 2020

- AMPAC Meeting

February/March 2020

- In-Person meetings grouped by stage of life
 - 6 Meetings
 - ✓ 9 group discussions
 - ✓ 72 in-person total participants
- Online Discussion
 - 3 Online Groups
 - 43 Online Participants



AMP Advisory Committee (AMPAC)

- Reviewed preliminary material and participated in focus group discussion
- Provided feedback in preparation for outreach to community
- Key Takeaways
 - Importance of regional coordination
 - Ensure that equity is considered in decision making (i.e. paving schedule)
 - Improving the appeal of transit for professionals
 - Consider more than just the peak hour congestion
 - Weave best practices into the plan document chapters
 - Metro access is major concern for West End communities
 - How do we address trip chaining and different needs for each trip?
 - Need to incorporate concerns from the driver perspective that may not be vocal on the AMPAC

Preview of Major Themes

- Each age group had slightly different mobility considerations, but many **broader themes were largely consistent**
- Widespread concerns about **safety** and **congestion**
- Diverging approaches to addressing **cut-through traffic**
- Importance of **regional coordination**
- Consideration of **equity** and **disparate needs** in different parts of the City
- Need for **better transit**
- Importance of **networks**: bike, bus, auto
- Lack of **awareness** of existing tools and processes

Factors Influencing Travel Choices by Group

Participants were asked what factors influenced their travel choices to jumpstart the conversation, help us understand varying mobility needs and priorities, and get a basic understanding of personal mobility in each group

Ages 56-74

- Unsafe brick pavement or lack of sidewalks prevents walking
- Drive due to time that transit takes, need to make multiple stops, or carrying a load or shopping bags
- Safety concerns getting home late on transit
- Avoids peak periods and school bus pick-up/drop off times



Factors Influencing Travel Choices

Ages 41-55

- Destinations vary throughout region, need car
- Buses take too long and not a convenient option

Ages 18-40

- Chose to live near Metro
- Drive due to lengthy transit travel time and reliability of car
- Availability of car sharing/ridesharing and micro-transit options



Factors Influencing Travel Choices

T.C. Williams High School, Leadership Class - Ages 16-18

- Strong desire for license for independence
- Drive and carpool to school with classmates
- DASH bus primarily when free
- Scooters when available, but can get costly



Factors Influencing Travel Choices (online)

Persons with Disabilities or Limited Mobility

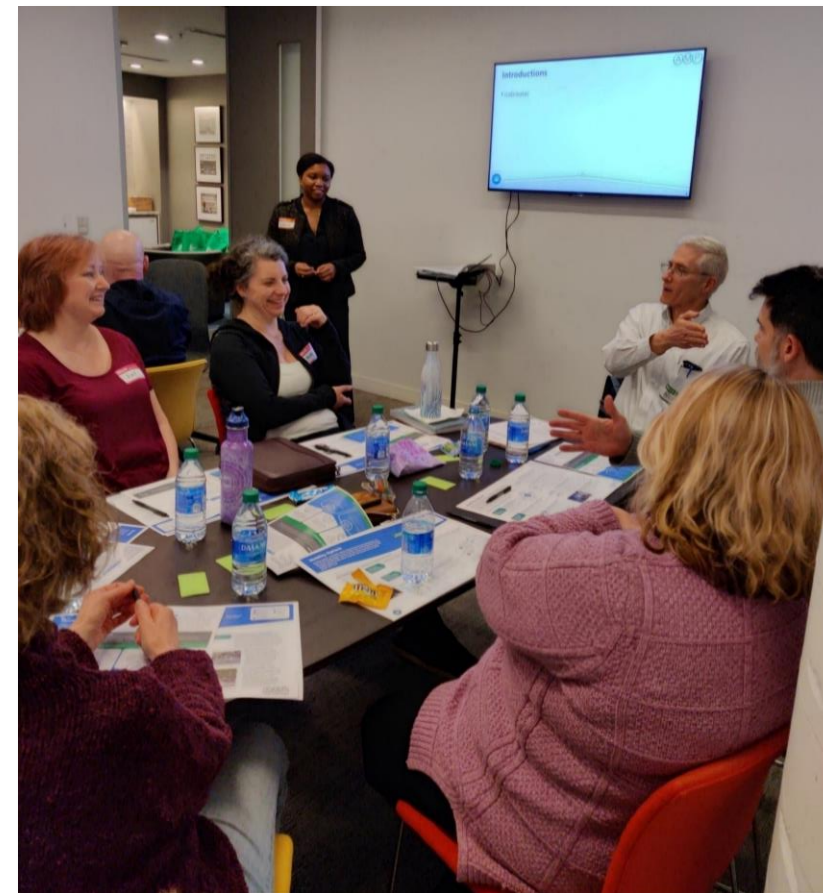
- Choices based on weather, distance
- Safety concerns when walking - Related to infrastructure (i.e. brick sidewalks)

Working Parents

- Safe bike routes and bike amenities at destination
- Carrying packages or kids – More likely to drive
- Walking/Metro - Avoid driving during peak hours
- Safety while traveling with younger kids

Community Champions / Business Community - Factors For Individuals They Serve

- Proximity to metro and availability of bus service
- Ownership or access to personal vehicle
- Rideshare used late at night when transit is less frequent



Factors Influencing Travel Choices

T.C. Williams High School, Liberty Promise (In Spanish) - Ages 18-25

- Overcrowding on school bus makes DASH an appealing choice
- Traffic congestion impacts transit reliability
- Limited access to personal vehicle
- Credit card payment option limits bikeshare usage - Desire alternative payment options



Takeaways From Group Discussions

Mobility Options: Summary of Themes Discussed by Group

Overview of Discussion			
	Generally Support	Opinions on Both Sides	Generally Did Not Support
Major Topic of Discussion			
Moderate Topic of Discussion			
Limited Discussion			

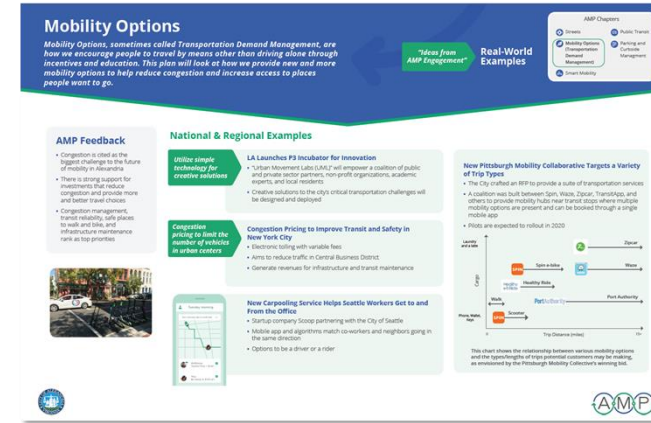
T.C Williams High School - Leadership Class	T.C Williams High School - Liberty Promise	Ages 20-40	Working Parents	Ages 40+	Ages 40+	55+ and Persons with Disabilities	55+ and Persons with Disabilities	Business Community / Community Champions	West End Coalition
21 participants*	6 participants	16 participants	13 participants	13 participants*	12 participants*	9 participants	9 participants	7 participants	15 participants
2/21/2020	3/13/2020	2-Week Duration	2-Week Duration	2/10/2020	2/13/2020	2/4/2020	2/12/2020	2-Week Duration	3/7/2020
In-Person	In-Person	Online	Online	In-Person	In-Person	In-Person	In-Person	Online	In-Person

Reoccurring Themes										
Support for More/Better Travel Choices										
Importance of Public Transit										
Dockless Mobility										
Awareness of Travel Tools and Options										
More Technology and Incentives										

*Participants were divided into two smaller groups.

Mobility Options – Major Takeaways

- **Awareness of GO Alex** was generally low; participants more aware of WMATA Smart Benefits. (All groups)
- Integrated apps or signs with **real-time information** gives users confidence in using alternative modes. (All Ages); Apps with **incentives** generated tremendous interest among high school students. (Ages 16-18)
- Varying opinions on **dockless scooters** and how the City should manage through policy such as incentives, more designated corrals, geofencing. (All groups)



- **Reliable buses** that are coordinated would generate more interest in alternatives to driving alone (All groups)
- Some interest in encouraging greater utilization of **carpooling**, but not often used (18+)

Mobility Options - Strategies Discussed

- Installation of "transit screens" or other real-time information
- On-demand transit for persons with disabilities / seniors
- Zero-fare transit pilot
- Ferry service expansion
- Dockless program improvements
- Local app showing mobility options with local incentives
- Regional partnerships to manage transportation demand
- Encouraging or creating telework opportunities
- Mobility hubs to enable seamless use of multiple modes
- Pilot A/V demonstration for designated route

Streets:

Summary of Themes Discussed by Group

Overview of Discussion			
	Generally Support	Opinions on Both Sides	Generally Did Not Support
Major Topic of Discussion			
Moderate Topic of Discussion			
Limited Discussion			

T.C Williams High School - Leadership Class	T.C Williams High School - Liberty Promise	Ages 20-40	Working Parents	Ages 40+	Ages 40+	55+ and Persons with Disabilities	55+ and Persons with Disabilities	Business Community / Community Champions	West End Coalition
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2/21/2020	3/13/2020	2-Week Duration	2-Week Duration	2/10/2020	2/13/2020	2/4/2020	2/12/2020	2-Week Duration	3/7/2020
In-Person	In-Person	Online	Online	In-Person	In-Person	In-Person	In-Person	Online	In-Person

Reoccurring Themes										
Congestion										
Cut-Through Traffic										
Safety Concerns										
Bicycle Network Continuity										
Street Design to Address Safety / Cut-Through										
Coordination of Maintenance Schedules										

*Participants were divided into two smaller groups.

Streets – Major Takeaways

- Robust discussion around the **aggressive driving culture** (speeding, running red lights, not yielding to pedestrians) leading to pedestrian safety concerns. Need for enhanced **enforcement** and greater use of **physical safety improvements** to address safety concerns and motorists not obeying law (All groups)
- Traffic calming and **local cut-through traffic** were a major topics of discussion. Suggested strategies varied from passive measures to reduce speeds to more direct measures to prevent cut-through. Some concerns about inconvenience to locals (Ages 41+)
- **Support for prioritizing routes/streets by mode** to help set expectations and ensure there are complete networks (Ages 41+)



Streets - Strategies Discussed

- "Low Cost, Tactical Urbanism Solutions / Flexibility(Signs, Pavement Markings, etc.)"
- Local Resident Permit Program
- Turn Restrictions
- Education / Culture of Safety / Signage
- Enhanced Enforcement
- Evaluate Speed Limit with Street Design
- Leading Pedestrian Intervals and RRFBs
- Stop Signs / Stop Bars Placed Further Back from Crosswalks
- Pedestrian-Scale Street Lighting
- Prioritize Different Modes on Different Streets
- Smart or Coordinated Traffic Signals
- Dedicated Bus Lanes / Transit Priority to Ease Congestion
- Green Streets / Green Infrastructure / Low-Impact Design
- Coordinated Roadway Maintenance Schedules

Lessons Learned & Next Steps

Lessons Learned from Round 1 Focus Groups



In-Person Discussions:

- Participants appreciated background presentation and majority of time focused on smaller group discussions
- Positive feedback on facilitation and opportunity for everyone to participate
- All participants were respectful and felt as if their opinions were heard
- Positive feedback on the approach; Helpful having city staff speak to city-initiatives and highlight programs in response to specific questions



Lessons Learned from Round 1 Focus Groups



Online Focus Groups:

- Participants generally liked the flexibility to participate as their schedule allowed; Facilitator-prompted questions/responses were appreciated
- Challenging to get some users to re-engage after initial visit to platform
- Designated times for more “chat-like” discussions was suggested; Consider a window of time or “office-hours” to encourage more participation at set time

Overall

- Challenging balancing demographics across the focus groups



Focus Groups Round 2 Summary

March 2020

Focus Groups: Round 2



March 2020

- AMP Advisory Committee Online Discussions

April-May 2020

- Online Discussions
 - 3 groups **based on geography (East/Central/West)**
 - 14 active participants (45 participants invited)



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AMP East Alexandria Focus Group



Welcome to the **East Alexandria** focus group for the Alexandria Mobility Plan! We thank you for offering to participate in these important discussions.

The objective of this second round of focus groups is to get specific ideas and suggestions for strategies that the City should pursue related to **Public Transit** and **Parking & Curbside Management**. *Previous focus group meetings on other topics (Mobility Options and Streets) were held in February 2020.*

Please reference the **AMP Fact Sheet**, linked in the Document Library on the right side of this page, for additional overall aspects of the project.

Before beginning participation in our discussion forums, please take a few minutes to review the **Overview Presentation**, linked in the Document Library on the right side of this page. This presentation provides important information on the AMP plan, schedule, and vision, as well as the ground rules for these online focus group discussions.

The ground rules for discussion are simple and include the following:

- Treat each other with respect
- Listen and comment as an ally, not an adversary. Everyone should feel comfortable expressing their opinion regardless of differences
- Ask for clarification, don't assume you know what someone means
- Do not characterize other people's views in or outside a group's meetings

Documents

- [AMP Fact Sheet \(304 KB\) \(pdf\)](#)
- [Overview Presentation - Round 2 Focus Groups \(2.16 MB\) \(pdf\)](#)
- [Public Transit - Example Strategies \(3.68 MB\) \(pdf\)](#)
- [Parking and Curbside Management - Example Strategies \(691 KB\) \(pdf\)](#)



AMP Advisory Committee (AMPAC)

- Reviewed preliminary material and participated in focus group discussion platform
- Provided feedback in preparation for outreach to community
- Key Takeaways
 - Ensure that **equity** is considered in decision making
 - Improve parking garage **signage via technology**
 - A **mobile application for parking** may not be a “game changer”
 - Prioritize strategies based on **sustainability**
 - Need for more **short-term parking spaces** in commercial districts
 - **Fewer – but better – bus stops** may attract transit riders
 - Consider **occasional transit users** (i.e. pedestrians and cyclists that shift to transit during severe weather)
 - Consider **Toronto’s King Street Transit Pilot** as an example of how to implement bus priority

Focus Group Discussions: Preview of Major Themes

Each geographic group had slightly different mobility considerations, but many broader themes were largely consistent

- Widespread concerns about **safety, transit reliability, and parking availability**
- Diverging suggestions to address **transit improvements**
- Importance of **transit frequency** and **reliability**
- Need for **safe walking routes** to transit, **first- and last-mile** solutions, and **real-time information**
- No clear preference of **parking payment** methods (app vs. meter)
- Lack of interest in **parking value pricing** or **reservation systems**

Difference in Opinion by Geographic Group

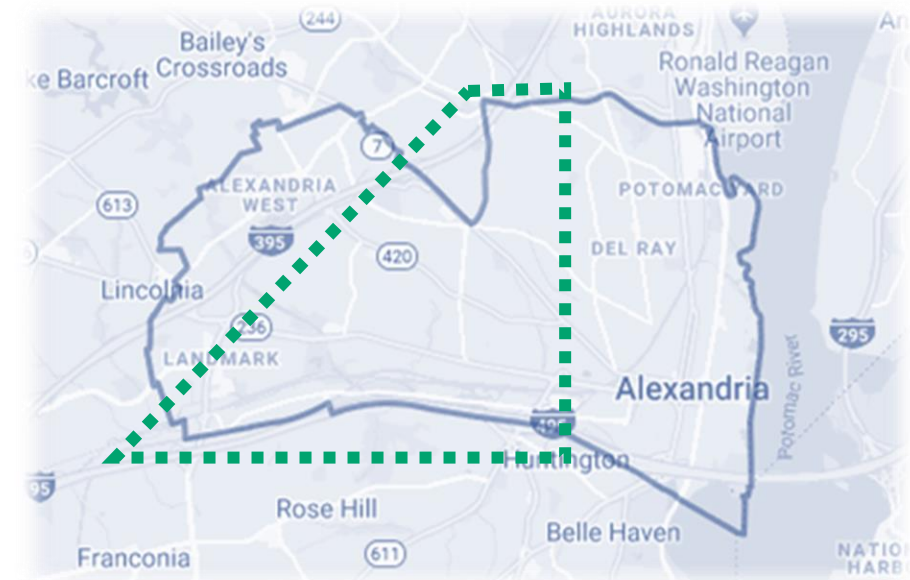
Public Transit – West Alexandria

- Lack of sidewalks and crosswalks at bus stops create **safety hazards**
- **Infrequency of service** does not make opting for transit easy, timely, or convenient
- Most **opt to drive** due to time that transit takes, multiple stops, destinations being outside of Alexandria, or carrying a load (i.e. shopping bags)
- **Lack of support for bus priority** on streets – concern that such treatments would negatively impact vehicle operations



Public Transit – Central Alexandria

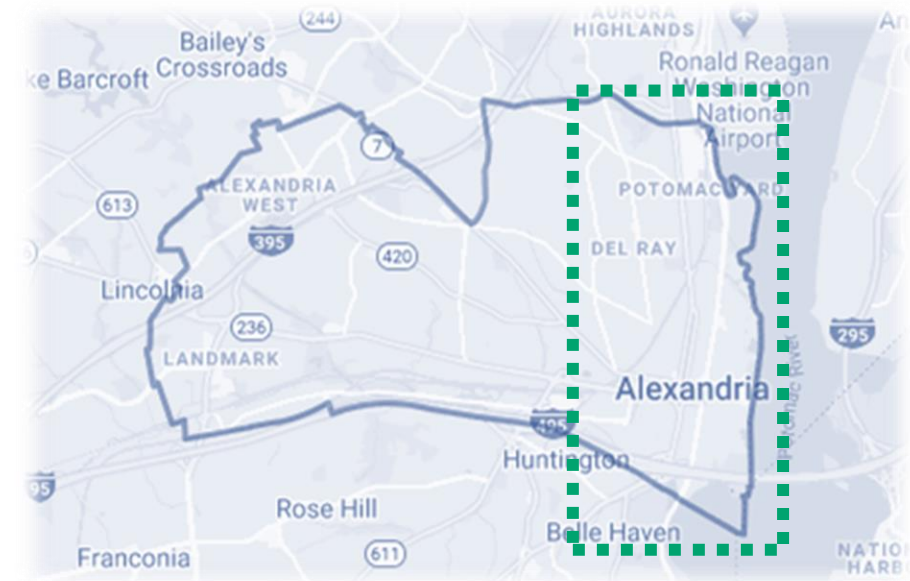
- Mixed opinions on **Vision Zero / Complete Streets improvements** (i.e. Seminary Road) that make bus stops more safe, accessible, and easier to get to and from
- **Infrequency of service** during off-peak hours and weekends presents a challenge
- Concern for recent **reductions in bus service** (North Ridge)
- Support for the **Transit Vision Plan** recommendations



Public Transit – East Alexandria

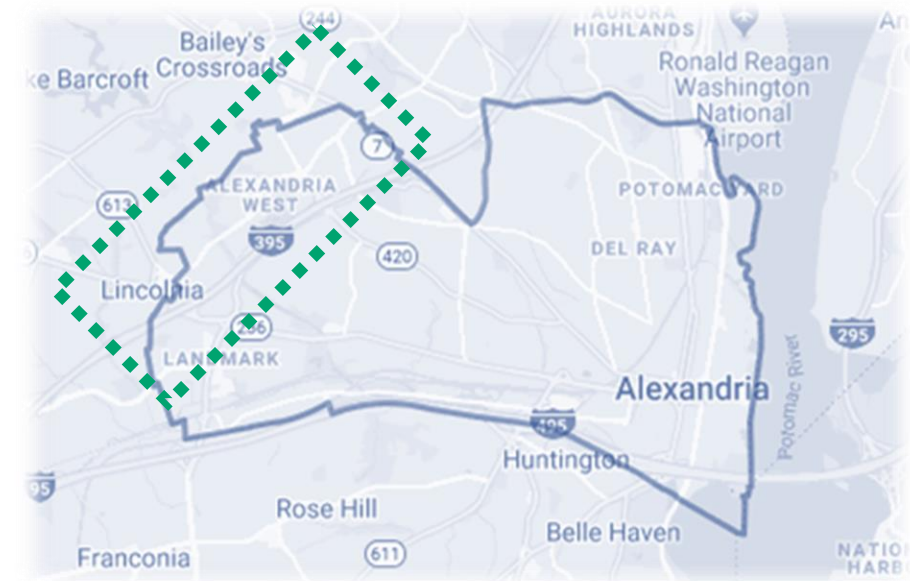


- General support for bus priority on streets
- Support for Vision Zero / Complete Streets improvements (i.e. Leading Pedestrian Intervals) that make bus stops more safe, accessible, and easier to get to and from
- Support for micromobility devices (shared bikes and scooters) for first-/last-mile trips
- Support for Water Taxi service
- Desire for the transit system to be less commuter-focused



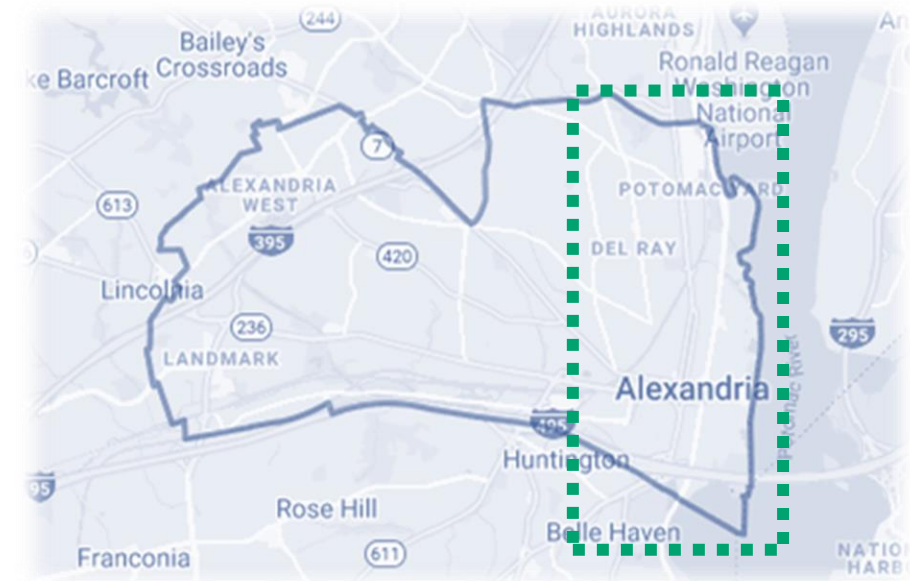
Parking & Curbside Management – West Alexandria

- Parking availability is **not perceived as an issue** in this area
- **Garage parking** is generally preferred to street parking
- General support for **curbside management**
- General opposition to the idea of **shared parking** on a citywide scale



Parking & Curbside Management – East Alexandria

- **Parking availability is a prominent issue**
- Concern that employees and visitors/tourists put a **strain on on-street parking** for residents
 - Support for **incentivizing garage use** for non-residents
- **On-street parking** is generally preferred to garage parking by residents
 - Support for more **residential-only on-street parking**
- Support for **allocating curbspace** based on land use



Themes, Major Takeaways, and Ideas

Public Transit – Themes & Major Takeaways

- Bus stop improvements (i.e. **shelters, seating, lighting**) would improve the transit experience and **attract new riders**
- Integrated **apps and/or signs with real-time information** are in high demand and would give users confidence in opting for transit
- The perceived **lack of on-time performance** of transit deters choice riders
- Less service and shorter spans of service during **off-peak hours and weekends** limits use of transit
- Support for **mobile/app-based ticketing platform**
- Transit trips that require **transfers are a deterrent** for choice riders
- Varying opinions on first- and last-mile solutions like **dockless scooters** and how the City should manage them
- Concern for effects of **bus stop balancing** on disabled and elderly passengers



Ideas Discussed

Better/wider **sidewalks and crosswalks** at or near bus stops

Enhanced bus farebox abilities

- *Ability to activate SmartTrip card reloads*
- *Acceptance of contactless credit/debit cards*

Peak-hour **bus lanes** and **electric bus rapid transit**

More **off-sidewalk parking for bikes/scooters** near transit stops

Parking & Curbside Management – Themes and Major Takeaways

- Preferences for payment methods vary (**mobile/app-based payments vs. traditional parking meters**)
- Little-to-no interest in **shared parking, parking reservation systems, or parking value pricing**
- Support for **real-time** information
- New approaches such as **curbside management** are perceived as less necessary/applicable in western areas – greater interest shown in eastern areas
- Availability of **parking is more strained in eastern areas of city**
- General interest in alternatives to driving and parking, but **opting for transit can be a challenge**
- Concern for **freight/delivery issues and enforcement**

Ideas Discussed

Priority curbspace for **wheelchair parking/loading**

More **bicycle, moped, and motorcycle** parking

Old Town as an appropriate geography for **curbspace prioritization**

- *Pick-up/drop-off and delivery/loading zones*
- *Expanded pedestrian space and street trees/landscaping*

Real-time garage parking availability information

Lessons Learned

Lessons Learned



- Participants generally liked the organization of information and flexibility to participate as their schedule allowed
- Facilitator-prompted questions/responses were appreciated
- Challenging to get some users to re-engage after initial visit to platform
- Greater activity during designated “open forum” times where facilitators were on-hand to provide real-time responses and follow-up questions

18 days ago

Alert moderator

I don't have a realistic transit option for my daily commute, so I need to drive. However, during evenings and weekends, the lack of regular transit options decreases appeal. Buses into DC don't run on weekends. Metro trains come only every 20-30 minutes on weekends and usually involve track work. On top of that, it takes time and planning to get to the station. The lack of connectivity and time it takes to overcome it, isn't worth it. When I do take metro, I always use their website to check for the arrival/departure times of trains. That's helpful because the posted schedules are pretty useless.

Reply

Do you agree?  1 



Hide reply (1) ^

14 days ago

Alert moderator

I agree with that a bus from Alexandria into DC especially on the weekends would be very useful. During last summer when the Blue and Yellow lines both weren't usable the altered 11Y bus was an incredible boon. In the summer the water Taxi is a nice option. I also strongly agree that evening and weekend are a very weak point. I think that we should be looking to have a "transit system" not a "commuter system"

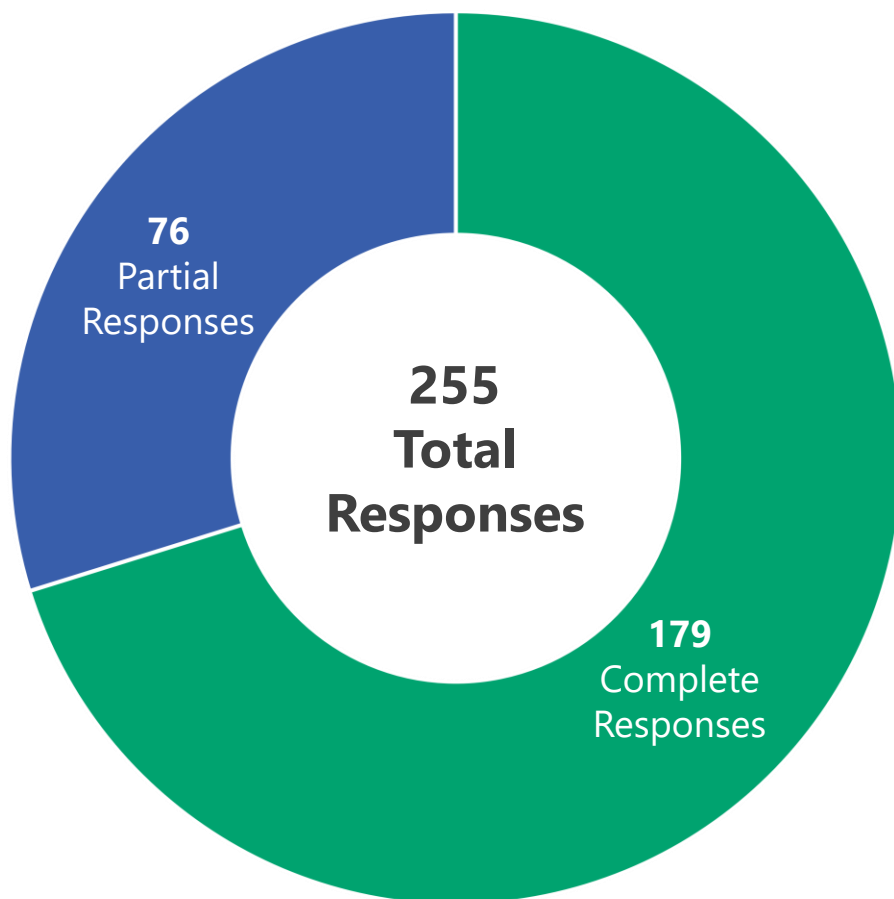
Reply

Do you agree?  

Draft Strategies Feedback Form Summary

November 2020

Feedback Form Response Rates

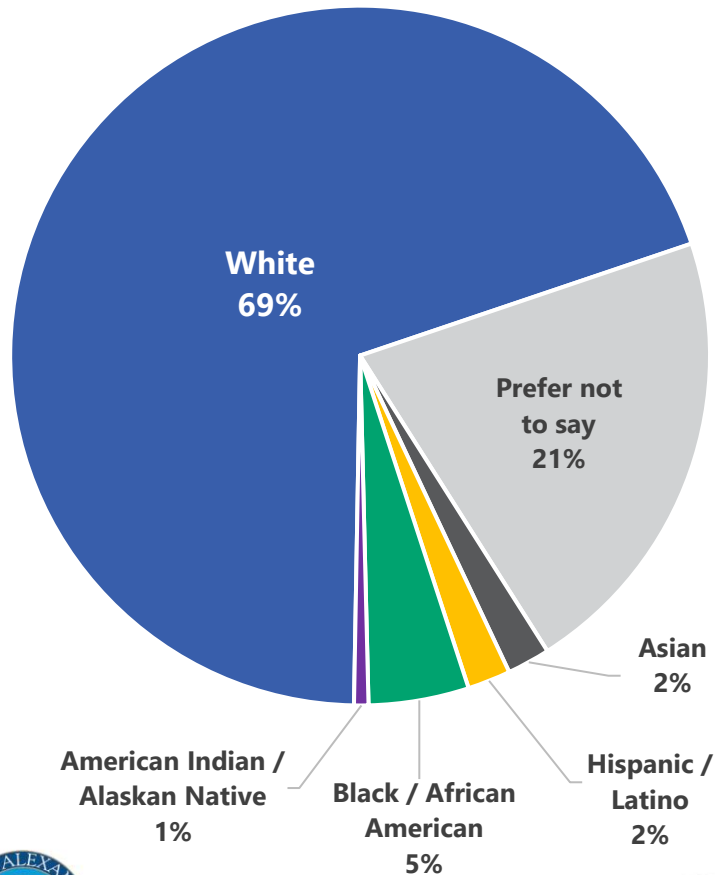


- The feedback form was shared on the Alexandria Mobility Plan website and announced during the Virtual Town Hall on October 15, 2020.
- The feedback form was open between **October 15 and November 9, 2020**
- **76** respondents filled out the first page of the survey and did not provide any opinions through the rest of the form
- **179** respondents and their responses were included in the following observations

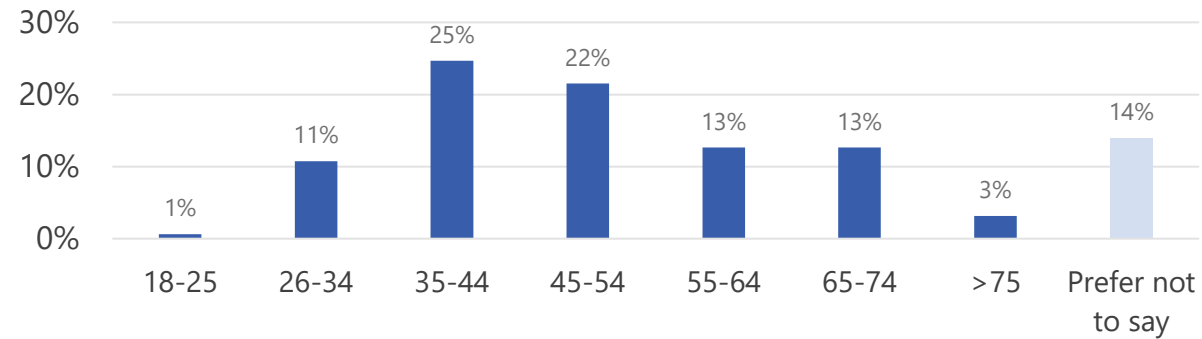
Demographic Distribution of Participants



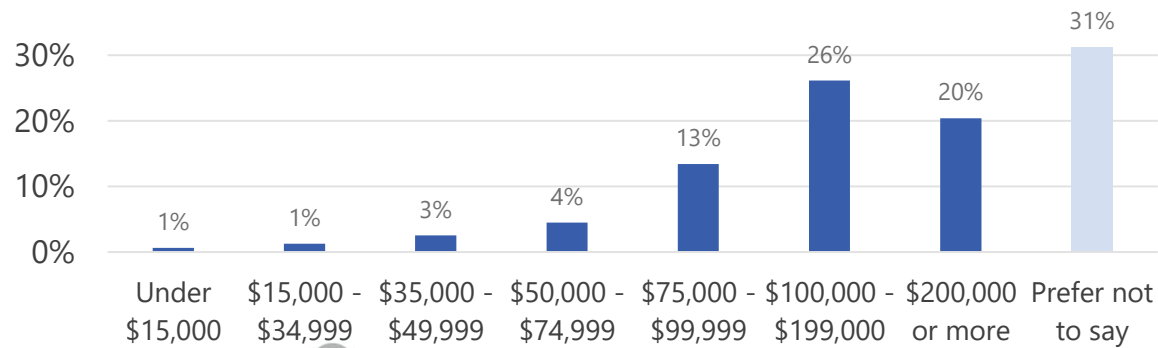
Race



Age



Annual Income



Demographic questions were optional. Information displayed here only reflects participants who chose to report this information.



Origins and Destinations

Home Locations

- **17** unique zip codes from **178** respondents
- Most frequent zip codes: **22314** (Eastern Alexandria) and **22304** (Western Alexandria)

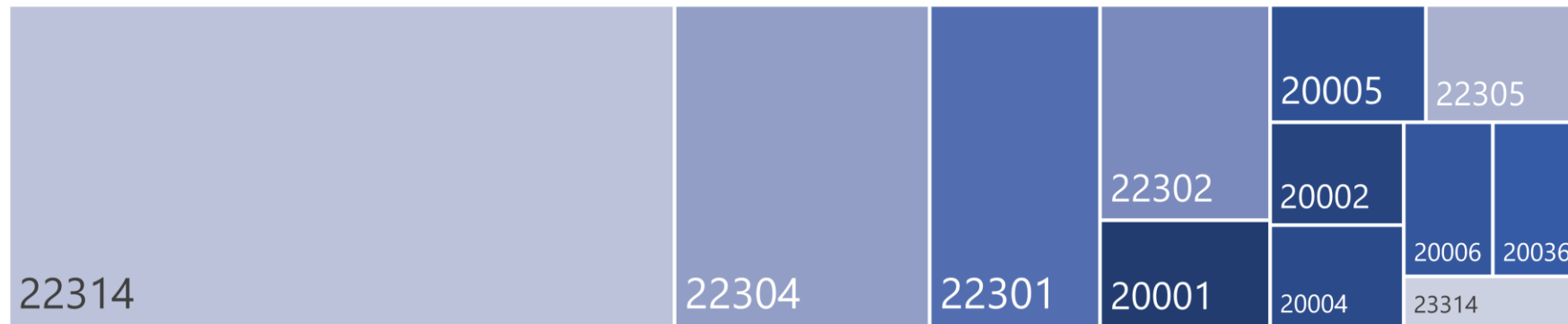
Top Residence Zip Codes



Most Frequent Travel Destination

- **44** unique zip codes from **178** respondents
- The most destination: **22314** (Eastern Alexandria)

Top Work, School, or Most Frequent Travel Destination



Overarching Themes

- Reduce **vehicular congestion**
- Improve **safety** and **connections** for vulnerable street users
- Questions about **how COVID-19 will impact future travel** trends
- Curb space should consider **rideshare** and **delivery** uses
- Mobility options must consider the **practicality** for all residents
- Mixed opinions on **autonomous vehicle** considerations
- **Reasonably placed** and **priced** parking

"I strongly support smart signal technology to relieve motor vehicle congestion. I do not favor smart technology that causes a stoppage on major streets."

"Build a more connected and unified community in Alexandria for pedestrians and bicyclists."

"Enforce and stop cut-through traffic."

"I prioritize flexibility in schedule, safety, and travel time."

"Our built infrastructure must be designed to manage congestion by making transit and micro mobility solutions safe, reliable, and fast."

"It is simply not practical to expect us to give up our cars and handle grocery shopping, doctor visits, errands and other activities on public transit, bikes and scooters."

"Priorities should be directed to making the bus, bikes, and walking a more appealing choice than getting into any type of car."

Draft Strategies: Feedback by Chapter

Draft Strategies

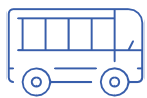
Feedback by Chapter

For each plan chapter, participants were asked to share their **level of support** for draft strategies along the below scale:

	Strongly Support	Support	Neutral	Do Not Support	Do Not Understand
Strategy	<input checked="" type="checkbox"/>				
Strategy		<input checked="" type="checkbox"/>			
Strategy			<input checked="" type="checkbox"/>		
Strategy					<input checked="" type="checkbox"/>
Strategy	<input checked="" type="checkbox"/>				

Participants were also asked to:

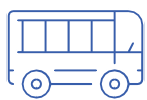
- Provide comments on strategies they did not support or did not understand
- Share new strategy ideas for consideration in the plan



Transit

Draft Strategies

- **T1.** Implement the City's Priority Transitway Corridors and Alexandria Transit Vision (ATV)
- **T2.** Identify speed and reliability improvements on congested and transit-rich corridors.
- **T3.** Enhance the rider experience at bus stops.
- **T4.** Evaluate fare policy and next generation payment options.
- **T5.** Evaluate micro-transit solutions to complement traditional DASH service as a means to expand ridership.
- **T6.** Create a more resilient and customer-oriented bus fleet.
- **T7.** Prepare for future rail (VRE/MARC) expanded service.
- **T8.** Evaluate and streamline paratransit program for increasing needs.



Transit

Summary of Feedback

Strong support for:

- Identify speed and reliability improvements on congested and transit-rich corridors (T2)

Difference of opinion on:

- Implement the City's Priority Transitway Corridors and Alexandria Transit Vision (ATV) (T1)
- Evaluate micro-transit solutions to complement traditional DASH service as a means to expand ridership (T5)

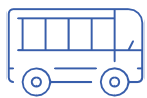
A greater number of respondents **did not understand** strategy (T8) to streamline the **paratransit** program

"Improve weather protection and visibility at bus stops."

"Maximize dedicated transit lanes."

"Microtransit can compete with traditional bus and rail transit and risks taking away its riders, which might induce service cuts."

"Improve safety and convenience of walking and biking to transit as a means to expand ridership."



Transit

New Ideas or Suggestions

- Implement **all-door boarding** on DASH buses permanently
- Work with adjacent property owners where there is insufficient City-owned right-of-way to provide space for **passenger amenities**
- **New VRE commuter rail station** at Potomac Yard (Innovation Campus)
- **Integrate transit passes** with other mobility options like Capital Bikeshare
- Move towards **free public transit for all**
- Aim for a **more accessible bus and rail** system to compliment paratransit

"Requiring smart phones and/or transit cards limits access for low-income and out-of-town riders."



Smart Mobility

Draft Strategies

- **SM1.** Upgrade capabilities of the Traffic Management Center (TMC) to more effectively manage congestion and traffic incidents in real-time.
- **SM2.** Expand implementation of smart signal technology to enable detection and real-time signal adjustments based on travel conditions.
- **SM3.** Strategically invest in partnerships to expand City data, technology, and communications capabilities.
- **SM4.** Develop protocols and policies to accommodate autonomous vehicles and ensure that their adoption will support City goals.



Smart Mobility

Summary of Feedback

Strong support for:

- Upgrade capabilities of the Traffic Management Center (TMC) to more effectively manage congestion and traffic incidents in real-time (SM1)
- Expand implementation of smart signal technology to enable detection and real-time signal adjustments based on travel conditions (SM2)

Difference of opinion on:

- Develop protocols and policies to accommodate autonomous vehicles and ensure that their adoption will support City goals (SM4)

"Autonomous vehicle policy should not be a priority at this point."

"I do not support public funding of autonomous vehicle infrastructure. More funding and priorities should be directed to making the bus, bikes, and walking a more appealing choice."

"Autonomous vehicles make me nervous, so I am glad Alexandria is starting to prepare for what that might look like."

"Upgrading our system to accommodate new technologies will be key to future success."





Smart Mobility

New Ideas or Suggestions

- Data collection and use that prioritizes **privacy** and **safe uses** for residents
- Explore and develop **partnerships with other jurisdictions** and partake in **research-based pilot** or demonstration programs administered by the U.S. Department of Transportation
- Use Intelligent Transportation Systems (ITS) to address **real-time needs**

"The city should encourage private/public partnerships."

"Update mapping apps (i.e. Google Maps) to better reflect traffic changes or improvements."

Streets

Draft Strategies

- **S1.** Implement a criteria-based traffic mitigation program that helps better manage congestion and traffic on local streets.
- **S2.** Maximize effectiveness of multimodal transportation impact studies for new developments.
- **S3.** Work with regional, state, and private sector partners to develop tools to keep traffic on highways and reduce regional cut-through traffic.
- **S4.** Update the City's Street Design Guidelines to incorporate current design practices.
- **S5.** Ensure planning initiatives that require enforcement promote more equitable outcomes.



// Streets

Summary of Feedback

Strong support for:

- Work with regional, state, and private sector partners to develop tools to keep traffic on highways and reduce regional cut-through traffic (S3)

Difference of opinion on:

- Update the City Street Design Guidelines to incorporate current design practices (S4)

A greater number of respondents **did not understand** details or the how the strategies are actionable.

"Unclear what sorts of mitigation are actually feasible for the City to implement."

"Maximize the use of traffic cameras where currently allowed. Alexandria has schools all over the city, which enables us to put speed cameras all over the city (they are now legal in school zones)."

"Expedite vehicular traffic on major arteries during peak times to reduce commute times for our residents, reduce congestion, enable residents living on congested streets to get to their homes more quickly, and reduce neighborhood traffic."

"Reach out to companies like Waze to prevent using neighborhood streets as routes to avoid traffic."





// Streets

New Ideas or Suggestions

- Commit to **annual goals for closing sidewalk gaps**
- Consider '**slow streets**' and '**open streets**' to **discourage regional traffic** on local streets
- Accelerate implementation of **safety initiatives** on local streets
- Consider **reversible lanes** during peak hours on certain arteries
- Greater consideration for **motorists, roadway capacity**, and **vehicular access** in street design

"While other safety-related policies and plans exist, the absence of an overarching safety strategy in the AMP Streets chapter is a major omission that should be addressed."

"Note the relation between Transit chapter strategies and Streets chapter strategies (i.e. transit priority on streets for congestion reduction and mobility improvements)."

"We need more roads, wider roads, and more parking near Metro."





Supporting Travel Options

Draft Strategies

- **01.** Expand programs to identify community influencers to help the City encourage alternatives to driving alone.
- **02.** Develop a framework for pilots that can be used for testing new modes, infrastructure, or initiatives.
- **03.** Expand use of real-time information in public and private spaces to raise awareness and improve confidence in different mobility options.
- **04.** Develop travel training program to provide hands on experience on taking a new (to you) way of traveling.
- **05.** Support first/last mile travel needs through implementation of mobility hubs.
- **06.** Utilize our waterways as a resource to expand transportation options.
- **07.** Improve Transportation Management Plan (TMP) Program by requiring data and incorporating flexibility.
- **08.** Evaluate benefits and efficiencies of a future regional program to manage congestion.

Supporting Travel Options *Summary of Feedback*

Strong support for:

- Utilize our waterways as a resource to expand transportation options (O6)

Difference of opinion on:

- Expand use of real-time information in public and private spaces to raise awareness and improve confidence in different mobility options (O1)
- Develop travel training program to provide hands on experience on taking a new (to you) way of traveling. (O4)

In comparison to other chapters, the general level of support is lower for the Supporting Travel Options chapter.

"The Potomac River is the single most underutilized transportation resource in the region - it could be an excellent way to alleviate congestion."

"Strongly support waterway transit options, but will such options require subsidies to be viable?"

"What metrics would be used to determine the program's efficacy?"



Supporting Travel Options

New Ideas or Suggestions

- Consider **incentives for electric bicycles**
- Consider a **parking cash-out** option for employees that do not want or need parking benefits

"Different neighborhoods need different options."

"Acknowledge the differences between different areas of the city when determining feasibility of travel options such as scooters."



Curb Space and Parking

Draft Strategies

- **P1.** Establish priorities for curb uses based on adjacent land uses and City goals.
- **P2.** Leverage pricing policy, data, and communications to better manage on and off-street parking spaces.
- **P3.** Reconsider standards for parking requirements in new developments.



Curb Space and Parking

Summary of Feedback

General support for all strategies:

- Establish priorities for curb uses based on adjacent land uses and City goals (P1)
- Leverage pricing policy, data, and communications to better manage on and off-street parking spaces (P2)
- Reconsider standards for parking requirements in new developments (P3)

"Any efforts to reduce parking must be combined with a better infrastructure for car-less living."

"Require residential parking permits in the entire city and charge market rate for them. On-street parking is far too cheap for residents today, which encourages excess car ownership and use."



Curb Space and Parking

New Ideas or Suggestions

- Plan for the increasing use of **rideshare** and **delivery services** (i.e. Amazon)
- Reconsider or eliminate **parking minimums** for new development
- Plan for **electric vehicle charging**

Additional feedback related to parking was mixed. While most respondents supported strategies to address parking, open-ended comments included varied sentiments, ranging from **support for elimination of parking requirements** to calls for **increased parking supply citywide**.

"I do like the on-street tables for restaurants on blocks where expeditious travel is not demanded and parking options are available nearby."

"Encourage drivers to use parking garages when available."

"Reconsidering parking minimums should mean eliminating them (developers should add parking if they think there is demand, it should not be required)."

"Make sure all new developments have more than adequate parking."



Curb Space Framework

Priorities

Priority:	Residential	Main Streets	Office and Commercial	Warehouse and Industrial
1	Support for City Plan Priorities			
2	Access for People	Access for People	Access for People	Access for Goods
3	Parking	Access for Goods	Access for Goods	Access for People
4	Access for Goods	Activation	Parking	Parking
5	Activation	Parking	Activation	Activation

Participants were presented with the City’s draft Curb Space Framework – it suggests which uses of curb space should be given priority within various land uses contexts.

The following slides show how respondents recommended a new priority order for each land use context.

Support for City Plan Priorities	Safety improvements, bus lanes, bike lanes, stormwater management that are specifically included in City plans	Parking	Metered parking, Residential Permit Program, EV Charging, bike parking, scooter corrals
Access for Goods	Loading zones, deliveries, food pick-up/drop-off	Activation	Parklets, in-street dining, public art
Access for People	Bus stops, pick-up/drop-off, bikeshare stations		





Curb Space Framework

Summary of Feedback

Lower Rank ← → Higher Rank

Residential

Item	Overall Rank	Rank Distribution
Access for People	1	
Parking	2	
Access for Goods	3	
Activation	4	
Support for City Plan Priorities	5	

***Access for People** and **Parking** were frequently top-ranked for residential curbspace.*

Main Streets

Access for People	1	
Access for Goods	2	
Parking	3	
Activation	4	
Support for City Plan Priorities	5	

***Access for People**, **Access for Goods**, and **Parking** were frequently top-ranked for main street curbspace.*





Curb Space Framework

Summary of Feedback

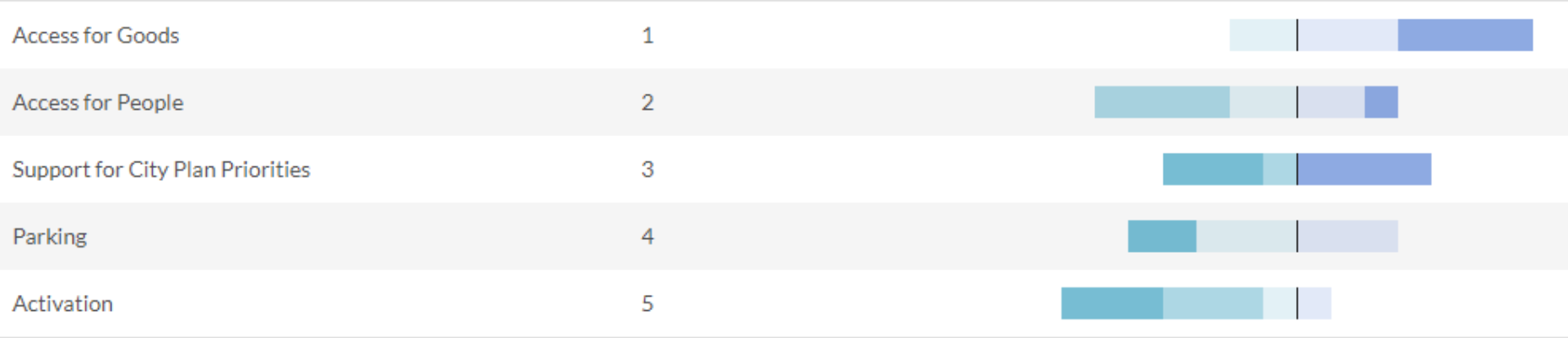
Lower Rank ← Higher Rank

Office and Commercial



Access for People was frequently top-ranked for office/commercial curbspace.

Warehouse and Industrial



Access for People and **Support for City Plan Priorities** were frequently top-ranked for warehouse/industrial curbspace.

